

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXXIX. No. 10.

Chicago, Ill., U. S. A., November 25, 1917

PRICE \$1.55 PER YEAR
TEN CENTS PER COPY

BE A SHIPPER OF
McKENNA & RODGERS
AND
McKENNA & RODGERS
WILL
BE A GOOD RECEIVER FOR YOU

Taylor & Bournique Co.
SHIPPERS
Corn, Oats and Barley
MILWAUKEE, WIS.

Goffe & Carkener
Grain Commission
St. Louis Kansas City

P. B. & C. C. MILES
Established - 1875
Incorporated - 1910
Peoria, Ill. Handling Grain on Com-
mission Our Specialty

James E. Bennett & Co.
Members Chicago Board of Trade
GRAIN PROVISIONS
STOCKS—BONDS
Postel Tel. Bldg., 332 So. La Salle St., Chicago
ST. LOUIS— —PEORIA
211 Merchants Exchange 11 Board of Trade

Baltimore Grain Co.
Baltimore, Md.
CONSIGNMENTS

THE HOUSE OF THAYER
Established 1892
Consign your Grain and Seeds—send
your Grain and Provision orders to
C. H. THAYER & CO.
Chicago—Minneapolis—Milwaukee—Kansas City

SIMONS, DAY & CO. GRAIN and
PROVISION
BROKERS
322 Postal Telegraph Bldg., CHICAGO, ILL.

**COURTEEN
SEED CO.** Milwaukee,
Wisconsin
Clover, Timothy, Grass Seed
Grain Bags

Established 1877
Langenberg Bros. Grain Co.
St. Louis New Orleans

Baltimore Pearl Hominy Co.
SEABOARD CORN MILLS
S. F. EVANS, Mgr. BALTIMORE, MD.
Always in the Market
Buyers of White and Yellow Corn
Manufacturers of
Corn flour, Corn meal, Hominy feed, etc.

Ady & Crowe Merc. Co.
Denver, Colo.
GRAIN HAY BEANS
A. & C. Poultry Feeds

WHEAT
Corn-Oats-Rye
J. A. Manger & Co.
216-218 Chamber of Commerce
BALTIMORE, MD.

ANY KIND OF WHEAT
can now be sold at
BUFFALO
on
NEW YORK BASIS
less cost of export delivery
CONSIGN TO
DUDLEY M. IRWIN
BUFFALO, N. Y., Chamber of Commerce NEW YORK CITY, Produce Exchange

ELEVATING CONVEYING
and
POWER TRANSMITTING
MACHINERY

H. W. CALDWELL & SON CO.
CHICAGO 17TH STREET AND WESTERN AVENUE DALLAS, TEXAS 711 MAIN STREET NEW YORK 50 CHURCH STREET

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whsle. gr., fld. seeds.*
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.*

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.*

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.
Baltimore Grain Co., receivers & exporters.*
Baltimore Pearl Hominy Co., corn pdts.*
Blackburn & Co., C. F., grain recvrs., exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., gr'n receivers & expts.*
Gill & Fisher, receivers and shippers of grain.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*

BEAUMONT, TEX.

Archer, W. R., grain broker.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Hasenwinkle Grain Co., brks. of country grain.
Slick & Co., L. E., grain brokers.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.
Benzacquinn, Matthew D., grain brokerage, com'n.*
Cressey, Fred L., hay, grain, bkg. com.
Haynes, Wm. J., broker.
Howlett Co., E., grain brokers.
Jaquith, Parker, Smith & Co., wheat barley milo.*
Marden & Co., C. F., grain brokers.
Merigold & Co., A. I., chicken wheat specialists.
Taft, R. C., grain broker.

BUFFALO, N. Y.

Corn Exchange Members.
Buffalo Grain Co., recvrs., fwdrs., consignments.
Burns Grain Co., grain commission.*
Churchill Gr. & Seed Co., recvrs., shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevtr. Co., consignments.*
Harold, A. W., grain, barley a specialty.
Heathfield & Co., Inc., W. G., strictly com'n.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.
Taylor & Bournique Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

CAIRO, ILL.

Board of Trade Members.
Antrim & Co., H. S., receivers, shippers.*
Halliday Elevtr. Co., grain dealers.*
Hastings Co. Samuel, grain & hay.*
Hastings-Stout Co., grain and hay.*
Magee-Lynch Grain Co., grain.*
Pink & Co., flour, hay, grain, fdstuf.
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., grain merchants.*

CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.

CHICAGO, ILL.

Board of Trade Members.
Anderson & Co., W. P., grain commission mchts.*
Armour Grain Co., grain buyers.*
Balley & Co., E. W., grain commis'n merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Bridge & Leonard, grain commission.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., grain, seeds.*
Harris, Winthrop & Co., W. K. Mitchell, Mgr.*
Hitch & Carder, commission merchants.*
Hoit & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain & provisions.*
Lipsev & Co., grain commission.*
Logan & Bryan, options, cash grain.*
Lowitz & Co., B., grain commission.*
McKenna & Rodgers, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Rogers Grain Co., commission merchants.*
Rosenbaum Bros., receivers, shippers.*
Rothschild Co., D., barley and malt.
Rothschild Co., The Moses, general grain com'n.*
Rumsey & Company, grain commission.*

CHICAGO (Continued).

Sawyers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Sincere & Co., Chas., N. Y. stocks, Chicago grain.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

Chamber of Commerce Members.
Blumenthal, Max, grain, barley a specialty.*

CLEVELAND, O.

Grain and Hay Exchange Members.
Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevtr. Co., The, recvrs. & shprs.*
Lake Shore Elevtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., grain, seeds, hay, straw.*
Union Elevator Co., The, grain and hay.*

COLUMBUS, O.

Myers & Baughman, grain and hay.

DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.*
Merchants Elevtr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DECATUR, ILL.

Duncan & Co., L. E., grain brokers.

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain & hay.
Ayres Mercantile Co., The, F. C., milling wheat.*
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy & sell grain & beans.*
Hungarian Mill & Elevtr. Co., receivers.
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.
Western Grain Co., mlg. wheat a specialty.

DES MOINES, IOWA.

Marshall Hall Grain Co., grain com'.

DETROIT, MICH.

Board of Trade Members.
Carson & Co., H. C., beans, wheat, oats.*
Caughay-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay congmts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*
Swift Grain Co., receivers & shippers.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whsle. grain, hay, mill pdts.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

HUTCHINSON, KAN.

Board of Trade Members.
Bolin Hall Grain Co., Kansas hard wheat.
Hayes Grain Co., John, receivers & shippers.
Pettit Grain Co., L. H., gr. com., recvrs., shprs.*

INDIANAPOLIS, IND.

Board of Trade Members.
Belt Elevtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Helmiller Grain Co., receivers and shippers.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
Minor, E. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Mutual Grain Co., grain commission.*
Rich Grain Co., grain commission.*
Shotwell & Co., C. A., commission, bkg.
Star Elevator Co., grain merchants.*
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, slrs., gr. & sds.

KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.
Aylsworth Grain Co., receivers, shippers.*
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Dilts, Jr., & Co., Wm. G., grain merchants.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Fowler Grain Co., Lev., receivers & shippers.
Glover, John L., grain merchant.*
Goffe & Carkner, recvrs. and shprs. of grain.*
Hinds Grain Co., The, receivers, shippers.
Kemper Mill & Elevtr. Co., grain and feed.*
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.
Murphy Grain Co., grain commission.*
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, milo.*
Scular-Bishop Grain Co., consignments.
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignments-futures.
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., commission merchants.*
Western Grain Co., shipper (a specialty).*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LITTLE ROCK, ARK.

Munn-Burrow Brokerage Co., grain, hay millfeed.*

LOUISVILLE, KY.

Board of Trade Members.

Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruechtenicht, Henry, hay, grain, mill products.*

LYNCHBURG, VA.

Mason & Son, Lewis E., grain, hay, feed.
Moon-Taylor Co., grain and hay brokers.*

MANSFIELD, OHIO.

Goemann Grain Co., grain buyers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.
Nessly, J. L. Co., gr. brokers, alf. meal spec.*
U. S. Feed Co., grain, hay, millfeed.
Webb & Maury, brokers and com. merchants.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bell Co., W. M., receivers & shippers.*
Buerger Com. Co., grain & seed receivers.
Donahue Stratton Co., grain merchants.*
Hensley & Owen, grain commission.*
Kamm Company, P. C., barley and rye.*
Owen & Brother Co., grain commission.
Rankin, M. G., & Co., grain and feed.
Rialto Elevtr. Co., grain receivers & shippers.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain com'.*
Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.*
Dalrymple Co., William, gr. com'.*
Davies & Co., F. M., grain commission.*
Getchell-Tanton Co., grain commission.
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Minnesota Grain Co., grain commission.*
Quinn Shepherdson Co., grain commission.*
Randall, Gee & Mitchell, grain com.
Stair, Christensen & Timmerman, gr. commission.*
Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley & oats my spec'ity.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steel Co., The J. H. W., gr. frt. brok. & forwdrs.*

NEW YORK CITY.

Produce Exchange Members.
Brainard Commission Co., consignments.*
Blake, Thomas M., buyers—quote us.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Merey, L. A., grain.
Riemschnelder, Wm., gr. consignments.*
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.
Cherokee Grain Co., wholesale grain and hay.*
Creamer-Gregg Gr. Co., always in the market.
Drennan Grain Co., R. H., consignments.
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.
Marshall Grain Co., grain merchants.*
Oklahoma Export Co., mlg. wheat wanted.*
Okla. City M. & E. Co., grain mer., mlrs.*
Perkins Grain Co., W. L., we buy & sell.*
Rutledge Grain Co., com. merchants.

OMAHA, NEBR.

Grain Exchange Members.
Adams-Whyte Grain Co., consignments.
Beall Com's'n Co., receivers & shippers.
Blanchard-Niswonger Co., recvrs. & shprs.*
Crowell Elevator Co., receivers, shippers.*
Dawson Grain Co., grain commission.
Holmquist Elevator Co., receivers and shippers.*
Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.
Merriam Commission Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.
Trans-Mississippi Grain Co., recvrs. & shprs.*
United Grain Co., grain commission.
Updike Grain Co., consignments.*

PEORIA, ILL.

Board of Trade Members.
Buckley, Pursley & Co., grain and seeds.*
Cole Grain Co., Geo. W., grain com. mchts.*
Consumers Grain Co., grain receivers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*

PEORIA (Continued)

Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Warren Com. Co., consignments.*

PHILADELPHIA, PA.

Commercial Exchange Members.
Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Etl., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stites, A. Judson, grain and millfeed.*
Stover, I. S., grain and flour.
Taylor & Bournique Co., shippers corn-oats.*
Young & Co., S. H., wheat, corn, oats.

PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

PITTSBURGH, PA.

Members Grain and Hay Exchange.
Elwood & Co., R. D., hay and grain.*
Geidel & Leubin, grain and hay.
Herb Bros. & Martin, grain and hay.
McCague, R. S., grain, hay.
Stewart, D. G., grain, hay, feed.
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PUEBLO, COLO.

McClelland Mct'l I. & R. Co., grain, hay & feed.*

RICHMOND, VA.

Adams Grain & Prov. Co., seeds, grain, feed, hay.
Beveridge & Co., S. T., grain, hay, feeds, seeds.

SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

ST. JOSEPH, MO.

Grain Exchange Members.
Aunt Jemima Mills Co., hominy feed.*
Elwood Grain Co., brokers & shippers wheat, corn.*
Carter Grain Co., G. W., consignments.*
Gordon Comm. Co., T. P., grain dir. and broker.*
Marshall Hall Grain Co., consignments solicited.*

ST. LOUIS, MO.

Merchants Exchange Members.
Annan Burg G. & M. Co., flour, grain, millfeed.*
Dreyer Com. Co., fdg. stuffs, grain, seeds.*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Marshall Hall Grain Co., grain com.*
Langenberg Bros. Grain Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Teasdale Com. Co., J. H., recvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*

SIKESTON, MO.

Scott Co. Milling Co., want corn & wheat.

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TOLEDO, OHIO.

Produce Exchange Members.
De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.
Morehouse & Co., W. H., grain and seeds.
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain recvrs., shippers.
Zahm & Co., J. F., grain, seeds.*

WICHITA, KANS.

Board of Trade Members.

Brooks-Bedell Grain Co., grain merchants.
Kansas Flour Mills Co., The, expts., consign'ts.*
Kansas Milling Co., The, millers and grain dealers.
Norris Grain Co., The Exporters.*
Strong Trading Co., grain and coal.*
Williamson Grain Co., grain com'son.

WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & ads.*

*Members Grain Dealers National Association.

Chamber of Commerce
Members

BOSTON

Chamber of Commerce
Members

WILLIAM J. HAYNES
BROKER
GRAIN MILL FEEDS
720 Chamber of Commerce BOSTON

C. F. Marden L. S. Tainter
C. F. MARDEN & CO.
GRAIN AND MILLFEED
HIGHEST GRADES A SPECIALTY
107 Chamber of Commerce, BOSTON, MASS.
Tel. Fort Hill 373

JAQUITH, PARKER, SMITH & CO.
708 Cham. of Com., BOSTON, MASS.
We buy all kinds of Grain and Mill
Feed, Sample Feed Wheat, Barley,
Milo, Kaffir Corn, etc., for
NEW ENGLAND AND EASTERN TRADE
Send Samples—Write Us

R. C. TAFT Reliable Accounts Solicited
BROKERAGE-COMMISSION Chamber of Commerce, BOSTON

MATTHEW D. BENZAQUIN
GRAIN AND FEED
Brokerage and Commission
DOMESTIC and EXPORT
505 Chamber of Commerce, Boston, Mass.

A. I. MERIGOLD & CO.
Chicken Wheat Specialists
Send Samples
605 Chamber of Commerce
BOSTON, MASS.

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

E. C. HOWLETT CO.
Reliable Grain Brokers
Established 1884
710 Chamber of Commerce, BOSTON, MASS.

FRED L. CRESSEY
HAY, GRAIN and FEED
BROKERAGE & COMMISSION
SOLE DISTRIBUTORS OF
NU-LIFE STEAM COOKED HORSE FEED
MIXED CARS A SPECIALTY
Chamber of Commerce, BOSTON, MASS

Use Universal Grain Code and Reduce Your Tolls

Board of Trade
Members**CAIRO**Board of Trade
Members**H.S. Antrim & Company**
Wholesale Grain**Cairo, Illinois**Members of St. Louis Merchants' Exchange, The
Cairo Board of Trade, Grain Dealers' National
Ass'n, Illinois Grain Dealers' Ass'n.**SAMUEL HASTINGS CO.**

Write, wire or phone when you wish to buy or sell

GRAIN or HAY**CAIRO****ILLINOIS****MAGEE-LYNCH GRAIN CO.** Request daily card bids
CAIRO, ILL. Sell or Consign Us**HASTINGS-STOUT COMPANY**

INCORPORATED

WHOLESALE GRAIN and HAY

New 100 Car Elevator and Warehouse

CAIRO, ILLINOIS**PINK & COMPANY**Flour, Hay, Grain—Feedstuff—Public
Storage of Dry Package Goods**CAIRO****1207 Ohio St.****CORN****Halliday Elevator Company**
GRAIN DEALERS
CAIRO, ILL.**OATS**Chamber of Commerce
Members**MINNEAPOLIS**Chamber of Commerce
Members**GEE-LEWIS GRAIN CO.**
MINNEAPOLIS, MINN.Correspond with us on feed and malting barley
mill feed, oats, rye or chicken wheat.
Members Minneapolis Chamber of Commerce,
Buffalo Corn Exchange.**BANNER GRAIN CO.****GRAIN MERCHANTS**
Consignments Solicited
MINNEAPOLIS and DULUTH**STAIR, CHRISTENSEN & TIMERMAN****GRAIN COMMISSION***Solicit your consignments. Best
of service.***MINNEAPOLIS****DULUTH****RANDALL, GEE & MITCHELL CO.**
Incorporated**Receivers and Shippers**
Grain and Mill Feed
MINNEAPOLIS - - MINN.**Cereal Grading Co.**

W. T. FRASER, Vice Pres. & Mgr.

GRAIN MERCHANTS20 Years Experience in assembling and
distributing Choice Rye for milling and
distilling trade. Largest Rye handlers
in the West. Also shippers of
Choice Milling Wheat, Oats, Barley
and Screenings. Operating Elevator
L.612 Chamber of Commerce
MINNEAPOLIS, MINN.**H. L. HANKINSON & CO.****GRAIN COMMISSION***Solicit Your Consignments***MINNEAPOLIS****MILWAUKEE****DULUTH****CHAS. E. LEWIS & CO.****Grain and Stock Brokers**Minneapolis, St. Paul, Duluth, Winnipeg
MEMBERS NEW YORK STOCK EXCHANGE
and all Grain Exchanges.**WOODWARD-NEWHOUSE CO.**
Minneapolis, Minn.**Grain Commission****BENSON STABECK CO.**
BEST SERVICE CO.

Grain Commission Since 1903.

MINNEAPOLIS**DULUTH MILWAUKEE WINNIPEG****F. H. Davies & Co.**
GRAIN COMMISSION
MINNEAPOLIS DULUTH**Pioneers in Grain**This company gives unexcelled service
both to shippers and buyers.**The Van Dusen-Harrington Co.**
Business Founded 1852**Minneapolis****Duluth****DO IT NOW**Place your name and business before the
progressive grain elevator men of the entire
country by advertising in the Grain Dealers
Journal. It reaches them twice each month.

Board of Trade
Members

KANSAS CITY

Board of Trade
Members

SIMONDS-SHIELDS-LONSDALE GRAIN CO.

GRAIN MERCHANTS
KANSAS CITY, MO.

**KAFIR CORN
FETERITA
MILO MAIZE**

We buy and sell
B. C. CHRISTOPHER & CO.
KANSAS CITY, MO.

KANSAS CITY
The Best Oat Market
Consign to
MOORE-LAWLESS GRAIN CO.
Nos. 337 to 340 Board of Trade
Kansas City, Mo.

Mensendieck Grain Co.
CONSIGNMENTS

C. V. FISHER, Pres. P. G. HALE, Mgr.
C. V. FISHER GRAIN CO.
CORN
KANSAS CITY, MO.

AYLSWORTH GRAIN CO.
Kansas City, Mo.
WHEAT BUYERS
OPERATORS MURRAY ELEVATOR
1,500,000 Capacity

R. J. THRESHER, Pres. L. A. FULLER, Secy.
Thresher Fuller Grain Co.
Grain Commission Merchants
Consignments Solicited
Grain Bought and Sold for Future Delivery
311 Board of Trade KANSAS CITY, MO.


Consign Your Grain to
MURPHY GRAIN CO.
STRICTLY COMMISSION
KANSAS CITY

A. C. DAVIS GRAIN CO.
Grain Commission
Mill Orders a Specialty
Consignments and Future Orders Solicited
KANSAS CITY, U. S. A.

LEV. FOWLER GRAIN CO.
RECEIVERS AND SHIPPERS
Member
Board of Trade Kansas City, Mo.

**To BUY or SELL
RENT or LEASE
an ELEVATOR**

Place an adv. in the "Wanted" or "For Sale"
columns of the GRAIN DEALERS JOURNAL
of Chicago. It will bring you quick returns.



**MOORE-SEAVER
GRAIN CO.**
RECEIVERS AND SHIPPERS
520-3 BOARD OF TRADE
KANSAS CITY, MO.

**QUALITY
SERVICE**

**WHEAT
CORN
BARLEY
OATS**

PARKER CORN COMPANY
Buyers and Shippers Kansas City, Mo.

MORRISON GRAIN CO.
301-302 BOARD OF TRADE
KANSAS CITY, MO.
CONSIGNMENTS

ADDISON-BENTON GRAIN CO.
Grain Commission Merchants
CONSIGNMENT SPECIALISTS
4 Board of Trade, Kansas City, Mo.

BRUCE BROS. GRAIN CO.
KANSAS CITY, MO. **CONSIGNMENTS** WICHITA, KANS.

WM. G. DILTS, JR. & CO.
GRAIN MERCHANTS
Fine Milling Wheat
Consignments - - Futures
Room 16 Board of Trade, KANSAS CITY, MO.

TWIDALE-WRIGHT GRAIN CO.
Board of Trade, KANSAS CITY, MO.
Consignments and Future Trades Solicited
The last word in
Consignment Service

CONSIGN
Ernst-Davis Grain Co.
Kansas City,
SPECIAL ATTENTION
GIVEN TO FUTURES
MEMBERS
Kansas City Board of Trade
Chicago Board of Trade
St. Louis Merchants Ex.

Certain Departments
in this number of the GRAIN DEALERS JOURNAL are especially
interesting. After you have read them, consider carefully whether you
are not better off with the twenty-four numbers of the Journal, on
your desk, or the dollar and fifty cents in your pocket.

Board of Trade
Members**PEORIA**Board of Trade
Members**MUELLER GRAIN COMPANY**

Receivers and Shippers

GRAINConsignments Solicited. Track Bids Made on Request.
Room 39 Chamber of Commerce, Peoria, Ill.**RUMSEY, MOORE & CO.**

GRAIN COMMISSION

Board of Trade PEORIA, ILL.
Your Consignments solicited—Personal attention—
Quick Returns to all. Ask for Our Bids**BUCKLEY, PURSLEY & CO.**Commission Merchants
GRAIN AND SEEDS

10 Chamber of Commerce PEORIA, ILL.

HARWOOD-YOUNG CO.

Low Commissions -- "H-Y" Service

Board of Trade Peoria, Ill.

G. C. McFADDEN & CO.Merchandisers of Grain
Shippers of Corn and Oats

Members Chicago Board of Trade PEORIA, ILL.

Consign your Grain to

WARREN COM. CO.If you prefer to sell to arrive
wire or 'phone for bids.**T. A. GRIER & CO., Inc.**T. A. GRIER, Pres.
E. V. MALTBY, V. P.**Grain Merchants**SAMUEL THOMAS, Treas.
J. A. WARING, Secy.**RECEIVERS AND SHIPPERS**Phones: Main 977 Bell and Interstate
Special Long Distance No. 5442

Rooms: 18, 19, 20, 22 Chamber of Commerce, PEORIA, ILL.

Commercial Exchange
Members**PHILADELPHIA**Commercial Exchange
Members**E. L. ROGERS & CO.**Over 50 years
in the business
GRAIN—FEED—HAY**S. H. YOUNG & CO.**

WHEAT — CORN — OATS

417-19 Bourse Bldg.

CONSIGNMENTS**L. F. MILLER & SONS**

Consignments Solicited.

Receivers and Shippers of

GRAIN, FEED, SEEDS, HAY, ETC.

Office 2931 N. Broad St. PHILADELPHIA, PA.

TAYLOR & BOURNIQUE CO.

PHILADELPHIA, PA.

Elevators Chicago and Milwaukee

SHIPPERS OATS AND CORN

Quality and Uniformity

E. E. DELP GRAIN CO.

ELEVATOR AND MILLS—BOURBON, INDIANA

Eastern Office Philadelphia, Pa.

RICHARDSON BROS.,
BROKERS

WANT OFFERS

GRAIN FLOUR MILL FEEDDelivered Philadelphia
Either Export or Domestic
The Bourse

LEMONT'S FACILITIES FOR DISTRIBUTING CORN, OATS, HAY AND MILL FEEDS ARE UNSURPASSED. ASK THE MAN WHO HAS AVAILED HIMSELF OF THIS SERVICE.

E. K. LEMONT & SON

388-390 Bourse Bldg. PHILADELPHIA, PA.

It's the Simplicity of arrangement
that makes the**Universal Grain Code**such a valuable book as a labor saver.
Then there is its completeness and up-to-dateness that make it the code for you.

Its 146 pages of bond paper contain 13,745 code words; bound in flexible leather; price \$3.00.

Send your order today to
Grain Dealers Journal, Chicago, Ill.Produce Exchange
Members**NEW YORK**Produce Exchange
Members**WM. RIEMSCHNEIDER**Room 336 Produce Exchange
NEW YORKWheat, Corn, Rye, Oats, Barley, Buckwheat
CONSIGNMENTS SOLICITED

Member of the New York Produce Exchange Since 1889

Brainard Commission Co.

Receivers and Exporters

OATS and BARLEYSend samples all off grade grains.
Consignments Solicited**Produce Exchange, NEW YORK****KNIGHT & COMPANY**Grain Brokers and
Commission Merchants**CONSIGNMENTS SOLICITED**

New York Chicago Baltimore

M. B. JONES & CO.

Buyers—Quote Us

Produce Exchange, New York, N. Y.

Grain Exchange
Members

OMAHA

Grain Exchange
Members

BLANCHARD-NISWONGER GRAIN CO.

OMAHA, NEBR.

We Solicit Consignments

Ask our elevator department for prices on Corn and Oats

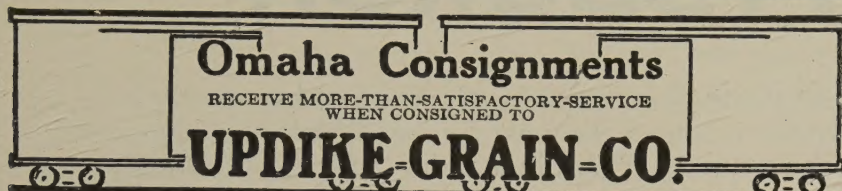
"All We Know Is Consignments"

MERRIAM COMMISSION CO.
GRAIN EXCHANGE GRAIN OMAHA

Geo. A. Roberts
Grain Co.
GRAIN MERCHANTS

Consignments
a
Specialty

Omaha, Nebr.



GRAIN CONSIGNMENTS
See what we can do with
your next car
ADAMS-WHYTE GRAIN CO.
OMAHA

Beal Commission Co.
CONSIGNMENTS
Omaha Nebraska

CROWELL ELEVATOR COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA

The Wichita Terminal Elevator Co.

Wichita, Kansas

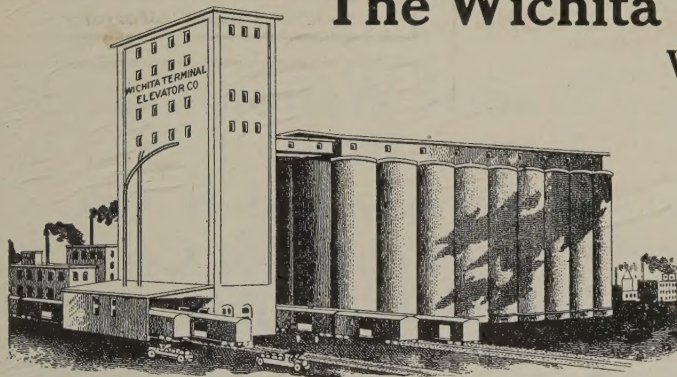
CORN - OATS
RYE - KAFFIR CORN

Ask us for prices, or Consign to us.

1,250,000 bushels, storage capacity.

Store your Corn, Oats and Kaffir Corn with us.

STATE WEIGHTS at this Elevator.



WICHITA IS A BETTER MARKET

than a good many, and is the best for those shippers in the Southwest—in the territory immediately adjacent to Wichita. If you want to know what real service is, send a trial car to this market in care of any of the following Board of Trade Members:

Kansas Milling Co.

Always in the Market—Offer Us Your Wheat

Norris Grain Co.

"The Exporters"

Stevens-Scott Grain Co.

Better Safe Than Sorry—Consign Your Grain
to Us

Strong Trading Co.

Grain and Coal

Brooks-Bedell Grain Co.

Try B-B Service on That Consignment

Kansas Flour Mills Co., The

Exporters, Buyers, Shippers, Consignments, and
Mill Orders

We have induced reliable advertisers to talk to you.
If they interest you, mention that you saw it in The

Grain Dealers Journal

If you would travel on the "Road to Prosperity"
bill that next car of

GRAIN or HAY to PITTSBURGH

It offers advantages and facilities to shippers of grain and hay excelled by no other market. Its district is one of the most compact yet largest consuming of forage crops, in our country. Within a radius of fifty miles are many of the largest industries, constant consumers who maintain high market prices. Pittsburgh's railways include three of the largest trunk lines reaching Western territory, and these provide handling yardage for over six hundred cars. A strong and helpful Grain and Hay Exchange, with accurate and efficient weighing department, and an honest and reliable grain inspection assured, makes a possibility of better returns, more satisfactory service and larger profits to the shipper. Will you be among the fortunate who see "the light" and realize the benefits. Do it by trying any of the following members of the Pittsburgh Exchange.

W. F. Heck & Co.
Herb Bros. & Martin
R. S. McCague, Ltd.
J. W. Smith & Co.
D. G. Stewart

Samuel Walton Co.
Austen Bros.
R. D. Elwood & Co.
C. A. Foster & Co.
Geidel & Leubin

Grain Exchange
Members

ST. JOSEPH

Grain Exchange
Members

Established 1881
T. P. Gordon Commission Co.
GRAIN MERCHANTS
Our Consignment Service the Best
Rooms 1005-6-7-8 Corby-Forsee Bldg.
ST. JOSEPH, MISSOURI



We're Crowing

because we've got something to crow about.
You'll crow too if you ship to us.

G. W. CARTER GRAIN CO.
St. Joseph, Mo.

MID-WEST GRAIN CO. Pure Soft Wheat
ST. JOSEPH, MO. Missouri Grown

MARSHALL HALL GRAIN CO.

H. H. SAVAGE, Mgr.
GRAIN BOUGHT TO ARRIVE
AND SOLD FOR SHIPMENT
Consignments Solicited
ST. JOSEPH - MISSOURI

ELWOOD GRAIN CO.
ST. JOSEPH, MO.

Buyers and Shippers

Wheat Corn

ST. JOSEPH HAY & GRAIN CO.

St. Joseph, Mo.

OATS — CORN — HAY

Member St. Joseph Grain Ex.

WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES.
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS
OF ONLY THE BEST

BUFFALO

There are many reasons why "Billing Buffalo" ought to become a regular habit with you. And it will be a good habit, too.

Buffalo is the natural destination of Grain Shipments from Ohio, Indiana and Eastern Illinois, because of its location and position as a railway center.

All Western roads converge here, either directly or thru their connections, while all Eastern roads are available, thru trunk lines and connections.

Buffalo has a weighing and inspection department unexcelled for promptness and efficiency. It has a strong and active Exchange, promoting fairness and safeguarding the interests of the shipper. It is fortunate in the abundance and excellence of its elevator and storage facilities. Modern equipment means rapid and reliable handling of grain for transfer.

On October 25th the Buffalo market on all rail wheat was put on the same price basis as New York. This makes Buffalo absolutely the best market for your wheat.

Send your grain shipments to Buffalo in care of any of the following firms:

Crowe, Milton
Get the Spot Premium—
Consign
Electric Grain Elevator Co., The
Consignments
Harold, A. W.
Grain—Barley a Specialty
Heathfield & Co., Inc., W. G.,
Strictly Commission
Gee-Lewis Grain Co.,
Salvage and Sample Grade
Grain

McConnell Grain Corp'n,
Commission Merchants
Maurer, Inc., F. J.,
Grain
Pierce, Geo. E.,
Oats a Specialty
Pratt & Co.,
Receivers and Shippers
Ratcliffe, S. M.,
Commission Merchant
Taylor & Bournique Co.,
Receivers—Shippers

Urmston Grain Co.,
Grain Commission
Whitney & Gibson,
Special Attention Given
Consignments
Armour Grain Co.,
Grain Merchants
Buffalo Grain Co.,
Consignments
Burns Grain Co.,
Grain Commission
Churchill Grain & Seed Co., The
Receivers and Shippers

Board of Trade
Members**CHICAGO**Board of Trade
MembersPHILIP H. SCHIFFLIN
PresidentEUGENE SCHIFFLIN
Sec'y and Treas.**Philip H. Schifflin & Co.**

(INCORPORATED)

Commission Merchants

GRAIN, SEEDS and PROVISIONS

515-518 Postal Telegraph Bldg.,
Tel. Harrison 833 CHICAGO, ILL.SHIPPERS
OF**SUPERIOR KILN DRIED CORN**

and CHOICE OATS. Ask for Samples.

ROSENBAUM BROTHERS

77 BOARD OF TRADE

CHICAGO, ILL.

W. H. PERRINE & CO.**GRAIN MERCHANTS**313 Postal Telegraph Building
CHICAGO

Receivers and Shippers of

GRAIN, SEEDS, PROVISIONS**E. W. BAILEY & CO.**

COMMISSION MERCHANTS

72 Board of Trade

Chicago, Ill.

Good Execution Keeps CustomersKeeping Customers is Our Business**W. G. PRESS & CO.**

GRAIN, PROVISIONS, STOCKS

175 W. Jackson Blvd. CHICAGO

*Write for Daily Market Report,
Mailed Free.*39 Years Active Members Chicago
Board of TradeW. P. Anderson
Pres.-Treas.
C. H. Gibson
Secretary**W. P. ANDERSON & CO.**

RECEIVERS

GRAINCONSIGNMENTS AND HEDGING
ORDERS SOLICITED327 S. La Salle St.
CHICAGOJ. Herbert Ware
Edward F. Leland**CONSIGN**your Grain and Seeds, and
send your orders for **GRAIN,**
PROVISIONS and **STOCKS** to**Ware & Leland**

160 WEST JACKSON BLVD.

Royal Insurance Bldg., CHICAGO

Long Distance Phones
Wabash 3262**RECEIVERS**who want to reach the regular grain
dealers of the country use space in
the GRAIN DEALERS JOURNAL.**BARTLETT FRAZIER Co.** **GRAIN MERCHANTS**
Western Union Bldg.
CHICAGOChicago Long Distance Telephones
Bell—Wabash Exchange 1181
Automatic 51-084

CODES: Robinson—Universal

**ROGERS
GRAIN COMPANY**ALL BRANCHES OF THE
GRAIN BUSINESSFOURTH FLOOR
POSTAL TELEGRAPH BUILDING

W. A. LAMSON H. H. LOBDELL L. F. GATES

LAMSON BROS. & CO.**GRAIN
1874 COMMISSION 1917
MERCHANTS**Over Forty Years of Service
in the Grain Trade

HOME OFFICE

6 Board of Trade, CHICAGO

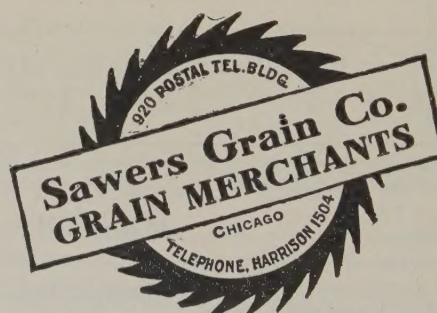
LOGAN & BRYAN

1 and 2 BOARD OF TRADE, CHICAGO

CASH GRAIN DEPARTMENT

CONSIGNMENTS SOLICITED

YOUR OFFERINGS TO ARRIVE GIVEN BEST ATTENTION

Wm. Simons
PresidentConsignments
Solicited.
We place
grain to
arrive.Geo. L. Stebbins
Secretary
S. E. Squires
TreasurerWarren T. McCray
Vice-PresidentFuture
orders
given
personal
attention.Representatives
Edgar E. Rice
W. A. Werner
Earl M. Davis
John M. DeBolt**RUMSEY & COMPANY**
RECEIVERS OF
RESPONSIBILITY &
CHICAGO
CONSIGNMENTS
CONSERVATISM
CHICAGO

Board of Trade
Members

CHICAGO

Board of Trade
Members

FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO

J. H. DOLE & COMPANY

RECEIVERS AND COMMISSION MERCHANTS

226 South La Salle Street

CHICAGO, ILL.

Lipsev & Company

Receivers of

GRAIN — SEEDS

307-308 Postal Telegraph Building
CHICAGO, ILL.

CARHART CODE HARWOOD CO.

Grain Commission

Board of Trade
CHICAGO

Chamber of Commerce
PEORIA

MOSES ROTHSCHILD CO.

Handle consignments or sales to arrive
with equal satisfaction to the shipper.

Try them.

Postal Tel. Bldg.

CHICAGO, ILL.

Members Chicago Board of Trade

Hitch & Carder

Commission Merchants

605 Insurance Exchange Bldg. - Chicago
Tel. Wabash 6584

Harris, Winthrop & Co.

The Rookery, CHICAGO

**Stocks, Bonds
and Grain**

Consignments Solicited

**Record of C. N. D.
QUOTATIONS**

Quotation Record, Form 97A, is formed of
sheets of bond paper ruled to facilitate the
recording of daily market prices of different
options.

Each sheet is headed "Board of Trade Quota-
tions for Week Commencing Monday.....
19.." Columns are provided for 4 Wheat op-
tions, 4 Corn and 4 Oats; have spaces for the
market hourly and at close. Closing prices for
previous week are listed at top.

Sixty sheets, 9½x9½ inches, are well bound in
book form—a year's supply. Price 75 cents.

GRAIN DEALERS JOURNAL

305 S. La Salle Street Chicago, Illinois

J. C. SHAFFER & CO.

Grain

324 So. La Salle Street

Merchants, CHICAGO, ILL.

Chicago Grain & Salvage Co.
DEALERS IN

SALVAGE GRAIN

Grain, Feed, Etc.

WRITE OR WIRE

930 Postal Telegraph Bldg. CHICAGO

Gerstenberg & Company

COMMISSION MERCHANTS

GRAIN AND SEEDS

Barley a Specialty

305-315 So. La Salle St., Chicago, Ill
Personal attention given Sample Grain

ARMOUR GRAIN COMPANY

CONSIGNMENTS SOLICITED

We Are Fully Equipped in Every Way to Give Best Service in Chicago

208 S. LA SALLE ST.

CHICAGO

Bridge & Leonard

**Grain
Department**

W. M. Timberlake, Mgr.

CRARY-JOHNSON COMPANY

**GRAIN, STOCKS
PROVISIONS and COTTON**

Private Wires through Illinois and
the Middle West.

Ground Floor Ins. Exch. Bldg.

Long Distance Tel., Har. 5992

CHICAGO, ILL.

Special attention to grain consign-
ments and commission.

F. S. LEWIS & CO.

GRAIN AND PROVISIONS

Correspondence Invited

50 Board of Trade CHICAGO

Henry H. Freeman & Co.

COMMISSION MERCHANTS

GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO

THE QUAKER OATS CO.

MILLERS

WHEAT CORN OATS BARLEY RYE

SEND SAMPLES

1600 RAILWAY EXCHANGE
GRAIN DEPARTMENT

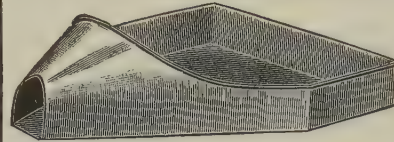
Chicago

Board of Trade
Members**CHICAGO**Board of Trade
Members

SHIP US THAT NEXT CAR

H. M. PAYNTER
with H. W. ROGERS & BRO.
GRAIN COMMISSION
Correspondence Solicited
522 Western Union Building, CHICAGO

E. LOWITZ & CO.
Grain and Commission Merchant
SAM FINNEY, Mgr. THE ROOKERY
Cash Grain Department CHICAGO

**Grain Sample Pans**

Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.

Grain Size 2½x12x16½". Prices \$1.75
Seed Size, 1½x9x11", Price \$1.50. Send All Orders to
GRAIN DEALERS JOURNAL, 305 S. La Salle St., Chicago, Ill.

THE CORN EXCHANGE NATIONAL BANK OF CHICAGO

CAPITAL \$3,000,000.00
SURPLUS 5,000,000.00
UNDIVIDED PROFITS 2,574,341.49

OFFICERS

ERNEST A. HAMILL, President
CHARLES L. HUTCHINSON, Vice-President
D. A. MOULTON, Vice-President
J. EDWARD MAASS, Vice-President
OWEN T. REEVES, JR., Vice-President
FRANK W. SMITH, Secretary

JAMES G. WAKEFIELD, Cashier
LEWIS E. GARY, Ass't Cashier
EDWARD F. SCHOENECK, Ass't Cashier
NORMAN J. FORD, Ass't Cashier
JAMES A. WALKER, Ass't Cashier
CHARLES NOVAK, Ass't Cashier

DIRECTORS

CHARLES H. WACKER
MARTIN A. RYERSON
ROBERT J. THORNE
EDWARD B. BUTLER
CHARLES H. HULBURD
BENJ. CARPENTER
CLYDE M. CARR

WATSON F. BLAIR
CHAS. L. HUTCHINSON
EDWARD A. SHEDD
ERNEST A. HAMILL
J. HARRY SELZ
CHAUNCEY B. BORLAND

FOREIGN EXCHANGE—LETTERS OF CREDIT—CABLE TRANSFERS

ACCOUNTS OF GRAIN MERCHANTS INVITED

Merchants Exchange
Members**ST. LOUIS**Merchants Exchange
Members**Goffe & Carkener Co.**

105-107 Merchants Exchange

RECEIVERS
GRAIN, HAY & SEEDS
SAINT LOUIS

W. C. GOFFE
G. S. CARKENER
G. C. MARTIN, JR. K. C., MO., Office,
101-102 Board of Trade

TOBERMAN, MACKEY & CO.

GRAIN—HAY—SEEDS
FASTEST GROWING COMMISSION HOUSE IN AMERICA
SAINT LOUIS

PICKER & BEARDSLEY COM. CO.

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY AND GRASS SEEDS
125 MERCHANTS EXCHANGE BLDG. ST. LOUIS, MO.

WE CAN

furnish your needs in this and any other markets in any phase of the grain business.

IF YOU

will furnish us with your order or your CONSIGNMENTS we guarantee satisfaction.

Elmore-Schultz Grain Co.

Consignments Solicited
433 Pierce Bldg. ST. LOUIS, MO.



JACOB GOLDSMITH & CO.
COMMISSION MERCHANTS

Consignments of
GRASS SEEDS—PEAS—GRAIN
204-6 North Main St. ST. LOUIS

MASON HAWPE GRAIN CO.
GRAIN MERCHANTS

Belt Elevator St. Louis, Mo.

Nanson Commission Co. GRAIN, HAY and SEEDS

202 Chamber of Commerce, ST. LOUIS, MO.

GREATER RESULTS

can be obtained from your grain shipments if you will get in the habit of sending them to DENVER, COLORADO—the Grain Center of the Rockies. Any of the Grain Exchange Members listed below will be glad to go into detail and tell you just why DENVER is the proper market for you to ship to. And you will be convinced after you have received the returns from a trial car.

O'Donnell Grain Co.

Whether you buy or sell, talk to us.

Phelps Grain Co., T. D.

Wholesale grain and beans.

Summit Grain & Coal Co., The

Wheat, corn, oats, rye, barley. We always buy and sell.

Denver Elevator

We buy and sell grain of all kinds, also beans.

Ayres Mercantile Co., The F. C.

Milling wheat, corn, oats, barley, beans, seeds and hay.

Best & Co., J. D.

We buy and sell all kinds of grain. Ask for prices.

Hungarian Mill & Elevator Co.

Grain Receivers.

Western Grain Co., The

Milling wheat a specialty.

Crescent Flour Mills, The

We buy wheat, corn, oats, beans, etc.

NOTE

All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

THE A. McCLELLAND MERCANTILE, I. & R. CO., PUEBLO, COLO.

We are Members of the Denver Grain Exchange

If you wish to buy or sell grain in carlots write us.

Pueblo is the Real City of Opportunity, Sunshine and Health.

Board of Trade
Members

INDIANAPOLIS

Board of Trade
Members

BELT ELEVATOR & FEED CO.

Fred Vawter Low Hill
INDIANAPOLIS, IND.

Commission—GRAIN—Brokerage

When we get your trade we will be just as anxious to hold it as we are now solicitous about having you send a trial car.

URMSTON GRAIN CO.

Indianapolis, Ind.

Commission and Brokerage

Thoroughly equipped to handle your shipments
Careful personal attention given each car

L. H. RICH

W. E. RICH

RICH GRAIN CO.

GRAIN COMMISSION

320 Board of Trade Bldg., Indianapolis, Ind

Chamber of Commerce
Members

BALTIMORE

Chamber of Commerce
Members

CHAS. ENGLAND & CO.

Commission Merchants

GRAIN :: HAY :: SEEDS

308-310 Chamber of Commerce, BALTIMORE

CONSIGNMENTS A SPECIALTY

JOHN T. FAHEY & CO.

Commission Merchants

Grain Receivers and Shippers

In the Market every day

Remember us on Rye BALTIMORE, MD.

Established 1880

G. A. HAX & CO.

COMMISSION

Grain and Hay

BALTIMORE

MARYLAND

C. P. BLACKBURN & CO.

COMMISSION MERCHANTS

Grain Receivers Exporters

Sell to US

Consign to US

CLARK'S CAR LOAD Grain Tables for Reducing Pounds to Bushels

SEVENTH EDITION REVISED AND ENLARGED.

7—32 lb. tables, 20,000 to 97,000 lbs.; 5—34 lb. tables, 20,000 to 74,000 lbs.; 7—48 lb. tables, 20,000 to 97,000 lbs.; 9—56 lb. tables, 20,000 to 118,000 lbs.; 9—60 lb. tables, 20,000 to 118,000 lbs.

Printed on linen ledger paper, bound in leather, with marginal index.

Price, \$2.50.

GRAIN DEALERS JOURNAL, CHICAGO, ILL.

Produce Exchange
Members

TOLEDO

Produce Exchange
Members

JOHN WICKENHISER & CO.

Wholesale Grain Dealers

TOLEDO, OHIO

We make track bids and quote delivered prices.
Solicit Consignments of Grain and Clover Seed.

Members Toledo Produce Exchange and Chicago Board of Trade.

Clover Seed

International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor

C. A. KING & CO.

Like Billy Sunday, they deal in cash and futures.

Members } Toledo Produce Exchange
} Chicago Board of Trade

W. H. MOREHOUSE & CO.

Established 1876

Dealers in

GRAIN, RED CLOVER, ALSIKE, TIMOTHY,
ALFALFA, and other Field Seeds

Rooms 1004-5-6 2nd Nat'l Bank Bldg., Toledo, O.
Consignments solicited We buy by sample.

RECEIVERS, SHIPPERS AND BROKERS**Offer Us**

CORN, OATS
MILLFEED
SCREENINGS
FLOUR
ETC.

L.E. SLICK & CO.

BLOOMINGTON, ILL.

ASK FOR PRICES ON
CORN FEEDS
ALF-MOL-GRAIN
FEEDS
CORN MEAL
FLOUR

"Safety-First" Brand

BALDWIN GRAIN COMPANY

GRAIN BROKERS
BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

MARSHALL HALL GRAIN CO.

DES MOINES, IOWA

Call us for highest TRACK BIDS
ALL MARKETS
W. G. CASE, Local Manager

Stockbridge Elevator Co.

BUYERS OF Salvage Grains
Submit Samples and Quote Prices
JACKSON MICHIGAN

BOLIN HALL GRAIN CO.

Kansas Hard Wheat
Milo Maize and Kaffir Corn
HUTCHINSON - KANSAS

Paul Kuhn & Co.

Receivers and Shippers

GRAIN

Terre Haute and Evansville, Ind.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

YOU WILL WANT THIS

EARLY TENNESSEE AND MISSISSIPPI CORN

H. J. HASENWINKLE CO.

MEMPHIS, TENNESSEE

The Scott County Milling Co.

Daily Capacity 3500 Bbls.

OFFER US YOUR SOFT and HARD
WHEAT also CORN

Mills and Elevators,

SIKESTON,
DEXTER,
ORAN.

Storage

Capacity
3,000,000
Bushels

General Office:

SIKESTON, MO.

H. C. CARSON & CO.

WHEAT — CORN — OATS — RYE — BEANS
1548 Penobscot Bldg., DETROIT
"CONSIGN TO CARSON"

CONSIGN

WHEAT - CORN - OATS

—TO—

DUMONT, ROBERTS & CO.

301-2 Cham. of Com., DETROIT
"The top 'o the market to you."

THE GATES ELEVATOR CO.

Receivers and Shippers

Grain, Hay and Millfeeds
CLEVELAND, OHIO

CEDAR RAPIDS GRAIN CO.

Receivers and Shippers
CEDAR RAPIDS - IOWA

E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow skelled corn and re-cleaned white oats.

E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of
Corn, Oats, Millfeed

ASK FOR PRICES

The Fort Worth Elevators Company

FORT WORTH, TEXAS

GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE
SOUTHWESTERN HEADQUARTERS KAFFIR, MILO MAIZE FETERITA
Wire or Write Us to Sell or Buy

**CLARK'S
Car Load
Grain Tables**

Seventh Edition Revised and Enlarged

WITH these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels.

Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables, from 20,000 to 75,000 lbs.

Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black.

PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index Price, delivered, \$2.50.

GRAIN DEALERS JOURNAL 315 So. La Salle St., CHICAGO ILLINOIS



No. 147 CLIPPER CLEANER

Complete, self-contained cleaning outfit for seeds of all kinds; suitable for all grains, beans and corn. Double elevators for feeding and sacking and dust receiver. Requires no shafting or millwright work.

High grade construction. Simplicity, Durability, Traveling Screen Brushes.

Perfect Air Control

By our new Patent Variable Air Control.

Twelve feet to top of elevator. Three horse power required.

Complete outfit—\$285 net, f. o. b. Saginaw.

Regular catalogue on request.

Manufactured by:

A. T. Ferrell & Co., Saginaw, Mich.

Beall

THE MARK OF QUALITY

**SEPARATORS Are Like the Mint—
Every Day They Operate a Steady
Stream of Dollars Pours into Your
Cash Drawer.**

The reason is that the principles and practical construction carrying out the principles is right. For instance take our system of working two independent fans.

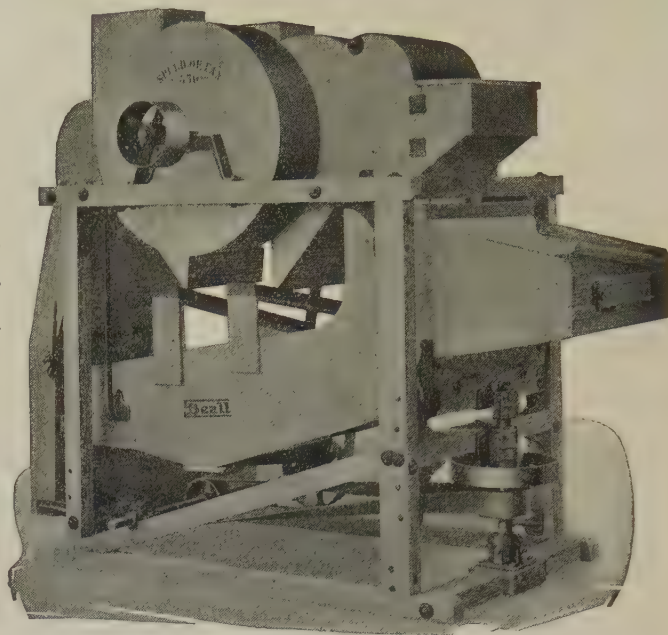
The air regulation is so perfect that there are never any "dead" spots where grain is not cleaned, or "over strong" spots where good grain is carried off because of too much air.

After the grain has passed over the alternating side and end shake sieve, over the main, cockle and sand sieve, it drops into a wide air trunk.

Here, another strong suction of air carries off light particles of dust and foreign materials, and leaves the good grain for profit.

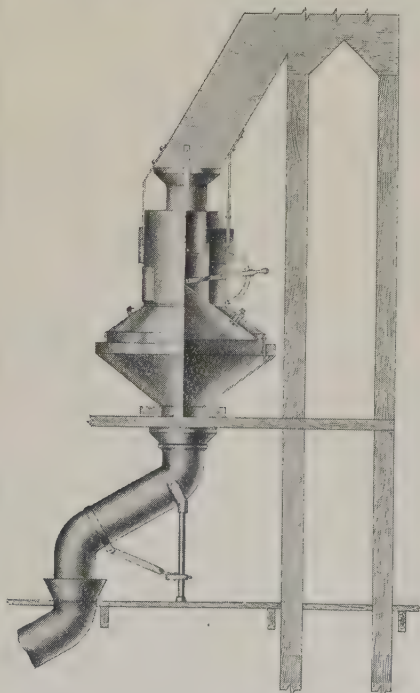
The Beall is a splendidly balanced machine and will meet every requirement of Federal or any other grades.

What you **may** be losing by not knowing about our product is a good reason for finding out all about us. Get the catalog and price.



Beall Improvements Company - Decatur, Illinois

Mr. Country Shipper FOR ALL PURPOSES



**Cleaning,
Cooling and
Conditioning
Grain—**

Prices
Capacities
Upkeep
Durability
Attention
Results

The Des Moines Elevator Co. write—"We are pleased to say it is by far the most efficient piece of cleaning machinery that we have ever used."

*Be sure it is on
the specifications for your
new elevator.*

CUPOLA GRAIN CLEANER CO.

123 West Madison St., Chicago, Ill.

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Cleaner	Car Loader
Sheller	Conveying Machinery
Buckets	Transmission Rope
Boots	Sample Envelopes
Belting	Power { Gas Engine
Portable Elevator	{ Kerosene Engine
Power Shovel	{ Motors
Car Puller	Dump
Scarifying Machine	Storage Tanks
Gravity Cleaner	Feed Mill
Clover Huller	Elevator Leg
Manlift	Distributor
Bags and Burlap	Car Liners
Transmission Machinery	Scales
Separator	Moisture Testers
Grain Driers	Oat Bleachers
Grain Triers	Oat Clipper

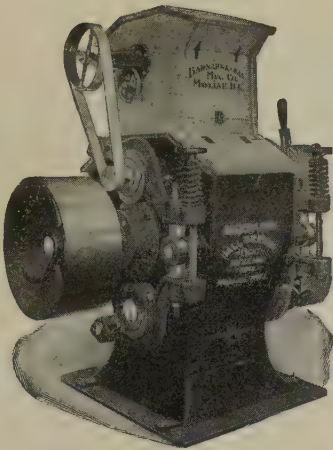
or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

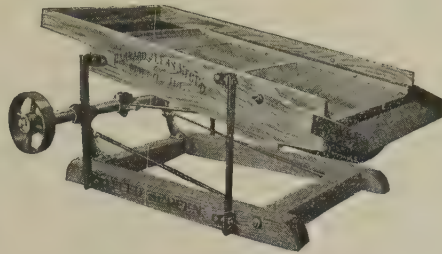
Everything for Handling Grain



Feed Grinders

Barley Rolls

Screening Mills



Grain and Feed Screens



Pitless Shellers and Other Kinds

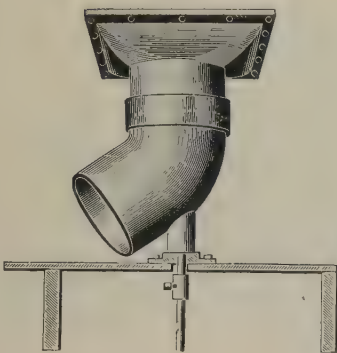


Grain Cleaners

Oat Clippers

Grain Shovels

Car Pullers



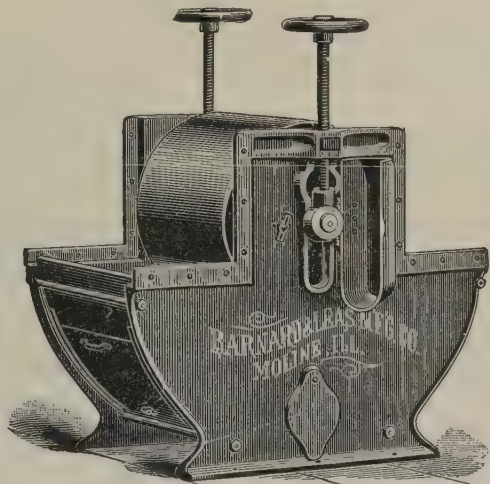
Friction Clutches

Rope Drives

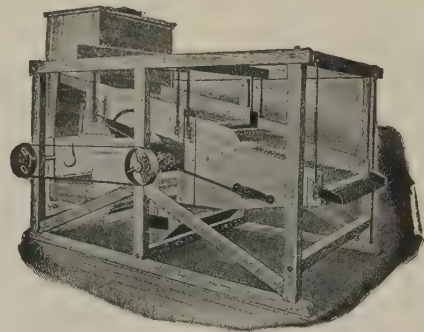
Pulleys and Hangers

Elevator Cups

Steel Conveyors



Headsand Boots All Kinds



Corn Cleaners

Dust Collectors

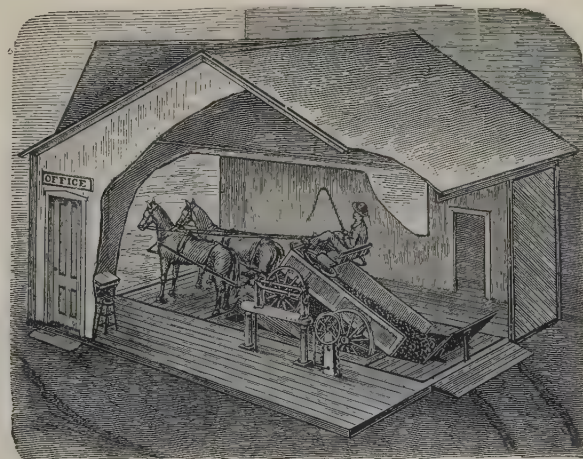
Perforated Meta

Belting

Wagon Dumps

Dump Scales

Automatic Scales



Shafting

Man Lifts

Turn Heads

Barnard & Leas Mfg. Co.

Incorporated

Established 1860

MOLINE, ILL.

IT'S UP TO YOU

The Biggest Success in the Field

The engineer who first showed the world how to separate oats from wheat, has patented another machine and one which fair-minded, conservative experts declare will entirely revolutionize the handling of grain and seeds. Cars of wheat, barley and rye cleaned in Minneapolis by one of these new Separators and shipped to the most critical buyers in the East have created great excitement. The wires have been kept busy with telegrams asking how the cleaning had been done and the name of the cleaner. One concern offered the inventor and his associates Twenty-five Thousand Dollars conditional upon its being given the exclusive right to use the invention. Elevator men have traveled 1500 miles to see machines in operation. Time and again we have been offered premiums of as high as Five Hundred Dollars for quick delivery. One customer figures that his machine will earn \$5500.00 in a year.

Taking all these statements for what they're worth, it's quite apparent that the machine under discussion is no ordinary "wind-and-sieve" affair.

If present indications are anything to go by there will be an enormous demand for these machines. It would, therefore, be well to make immediate investigation and place your orders now, thereby securing a high position on our rotational delivery list.

**GET IN WHILE THE GOING'S GOOD—
HELP YOURSELF TO A HANDSOME PROFIT**



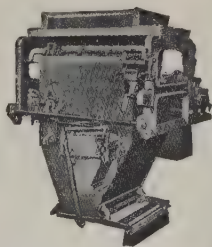
THE S. HOWES CO., Silver Creek, N. Y.



FIFTEEN THOUSAND DOLLARS

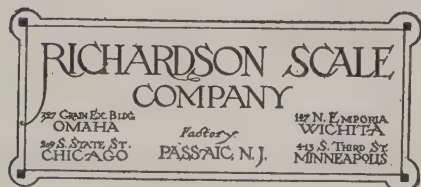
is the amount of money that one Kansas
grain company has invested
in

RICHARDSON AUTOMATIC SCALES



Will You Invest

ON THEIR RECOMMENDATION?



UNIVERSAL GRAIN CODE

For use of

Grain and Milling Trades

We recommend it. The trades endorse it.

**Save telegraph tolls. Keep your
business to yourself. Prevent
Expensive Errors.**

Its 146 pages contain 13,745
expressions, printed on policy-
bond paper, and bound in black
flexible leather—size 7x4 $\frac{5}{8}$ inches.

Price \$3.00

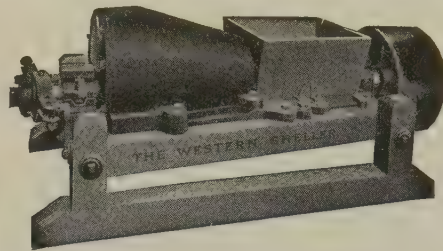
GRAIN DEALERS JOURNAL

315 So. La Salle St.

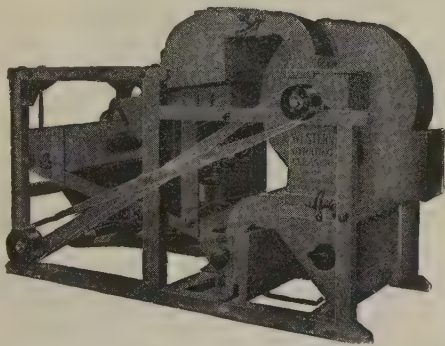
Chicago, Ill.



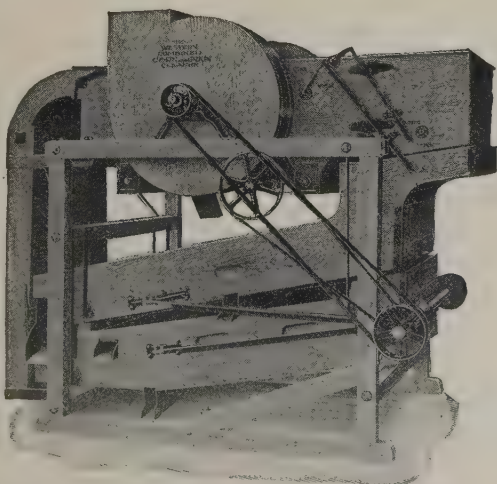
"Western" Pitless Sheller



"Western" Regular Warehouse Sheller



"Western" Gyrating Cleaner



"Western" Combined Corn and Grain Cleaner

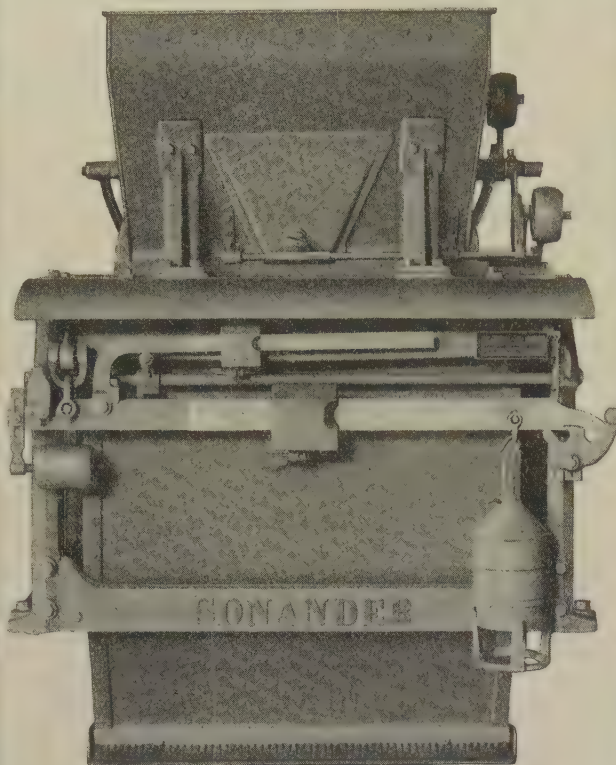
MAKING IT PAY

Does that every worry you? If your elevator was equipped throughout with first class machinery you would have no trouble making your elevator a good paying proposition. You cannot expect to make money handling grain with inadequate machinery, neither can you expect to hold your farmer patrons if you cannot take care of the grain as fast as they bring it in.

For over forty years we have been building machinery for grain elevators. This long experience enables us to offer you machinery of the highest efficiency, guaranteed to do the work for which it was built. That it is doing this is evidenced by the large amount of it being sold. Wherever there is an elevator you will find "WESTERN" machinery.

We will outfit your elevator complete. Tell what you need and we will gladly quote you prices.

UNION IRON WORKS, Decatur, Ill.



Howe-Sonander Automatic Scale THE SCALE of SCALES

It surely is a delightful feeling to know that the car of grain you have just shipped has been weighed through a scale whose weights are accurate—authentic; that if it's necessary to file claim against the railroad for loss in transit that there will be no dispute about the inaccuracy of the scale through which it was weighed.

If you have not experienced this feeling it is because your elevator is not equipped with the Howe-Sonander Automatic Scale, and you should waste no time in investigating it. It's to your pecuniary advantage to do so.

Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.
ST. LOUIS, MO., 409 4th St. F. L. Rogles, Mgr.
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.
For Washington, Oregon and Idaho Business, Address
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St.,
PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

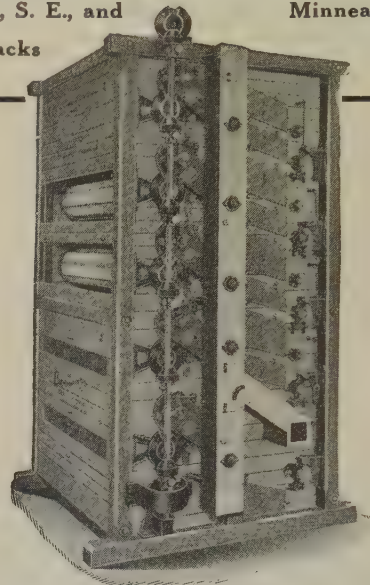
ARE YOU TROUBLED

with volunteer oats in wheat and volunteer wheat in Oats? You are aware, of course, that either mixture lowers the grade. Grain is too valuable at this time to take a chance on low grades. The Richardson Oats from Wheat Separator makes these separations perfectly. Get into communication with us. We will be pleased to give you more detailed information.

RICHARDSON GRAIN SEPARATOR CO.

15th Ave., S. E., and
N. P. Tracks

Minneapolis,
Minn.



NEW CORN PERISHABLE RUSH

Perishable commodities, especially food-stuffs, will receive first consideration by railroads and you will have the co-operation of the Government in trying to push your shipments through promptly. This year's corn crop is full of moisture, making corn decidedly dangerous to handle. Therefore, Mr. Country Shipper, it is up to you to get it through to terminal market and destination as quickly as possible. The above placards are printed in large bold-faced type with red ink on six-ply cardboard, 11x8½. We furnish them in lots of 25 at 5c each; 50 at 4c each; 100 at 3½c each. Orders for 100 are sent out express, prepaid. Supply yourselves with these cards and tack them on the sides of every car of corn shipped by you. It will help facilitate its movement. Orders promptly filled.

Grain Dealers Journal

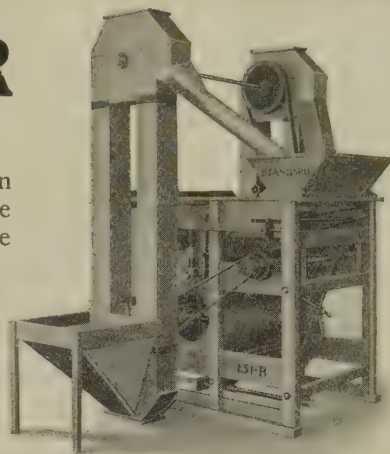
305 South La Salle St.

Chicago, Ill.

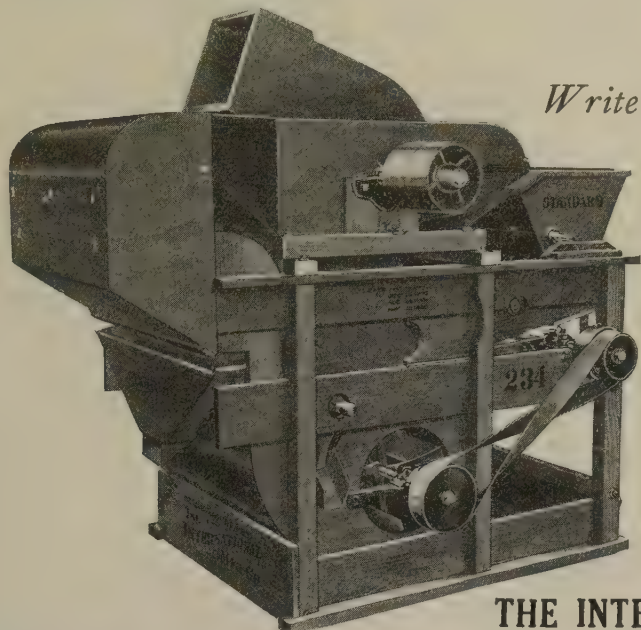
STANDARD GRAIN CLEANER

No. 234

Gives you a vertical blast for fine separations and also a suction fan for removing the dust and chaff from the building. Built in three sizes; also can be equipped with Traveling Brushes for keeping the screens clean.



Write for Prices



SUPERIORITY OF STANDARD SEED CLEANERS

is certain, because equipped with our Patented Improvements which are positively essential to proper working, efficiency and economy of operation.

No. 131-B

STANDARD CLEANER

illustrated above, will be found of maximum ability and service for every variety of field seed and seed grain. In our complete catalog are shown cleaners of all sizes and for every cleaning purpose.

Let us send it to you.

THE INTERNATIONAL MFG. CO., Crestline, Ohio



REDUCES Cost of Insurance Number of Accidents Labor

The reduction of these three things will go a long way in adding materially to your year's profits. The saving affected in the cost of insurance alone will pay for a manlift within a very short time. Accidents are always costly—in more ways than one. A man can get to the cupola of your elevator in half the time on a manlift that he spends in walking up the stairs. Now in selecting a manlift, bear in mind that there is only one that is called the

CONSTANT SAFETY MANLIFT

It is installed in hundreds of elevators throughout the country and is known to be the easiest and cheapest operated manlift on the market, and as for safety, it is the safest. It is equipped with ball bearings, adjustable brakes. All brakes work independently of each other.

Send for our latest catalog which gives more detailed information regarding this manlift together with our other grain elevator equipment. It is free for the asking.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.



Dust
Collection
is

Profit Collection

When You Install a

NEW "1905"

CYCLONE DUST COLLECTOR

In the first place it is saving the possible total loss of your house by dust explosion; second, the dust and screenings so collected can be sold; and in the third place it effects a saving of one-half in power cost. The revenue thus produced by the collector will pay for it many times over.

Investigate before it's too late.

THE KNICKERBOCKER CO.
JACKSON, MICH.

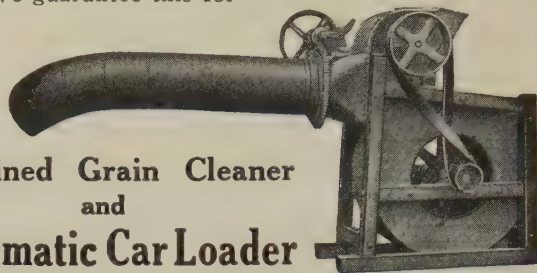
CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

Combined Grain Cleaner
and

Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

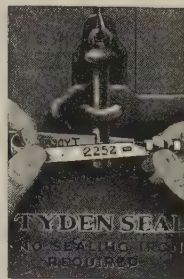
Prevent
CLAIM LOSSES
with

TYDEN
CAR SEALS

Bearing shipper's name
and consecutive num-
bers.

6000 SHIPPERS
Are now using them.

Write for samples
and prices.

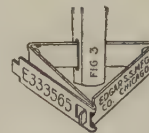


INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President

617 Railway Exchange Bldg. CHICAGO, ILL.

STOP THE LEAK



by using the Edgar Security First Car Seal. It furnishes positive evidence to locate and stop pilfering for less than a one cent postage stamp per car.

Ask us for prices and samples NOW.

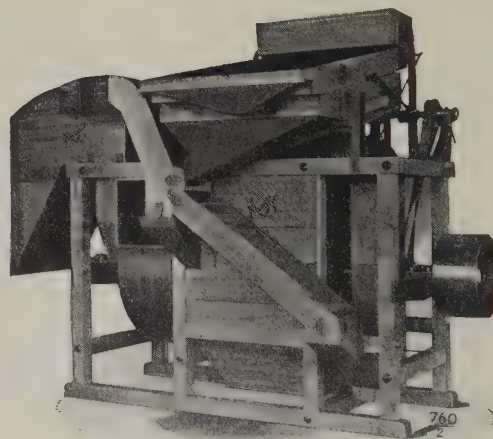
Edgar Steel Seal & Mfg. Co.
Lawrence, Kansas

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

All-In-One

Frequently the grain handlers' requirements in machinery greatly exceed available space—to those, so situated, this "Combination" machine is a pleasing investment. It is, first of all, a wonderfully perfect Oat Clipper, Polisher and Cleaner—also, it may be used as a Grain Cleaner delivering 2-screen and 2-air separations work—while with changes, easily and quickly effected, the machine can be used as a highly satisfactory Scourer and Polisher for off-grade wheat. This is one of those rare values, for which the "Monitor" line is noted. List of prominent users and complete illustrated literature cheerfully sent to all interested.

Monitor



Oat Clipper and Cleaner
Grain Cleaner
Scourer and Polisher

HUNTLEY MFG. CO., - Silver Creek, N. Y.

Stop That Hole In Your Oat Sack!

Yes, it's there unless you're running your oats through an

Invincible Oat Clipper

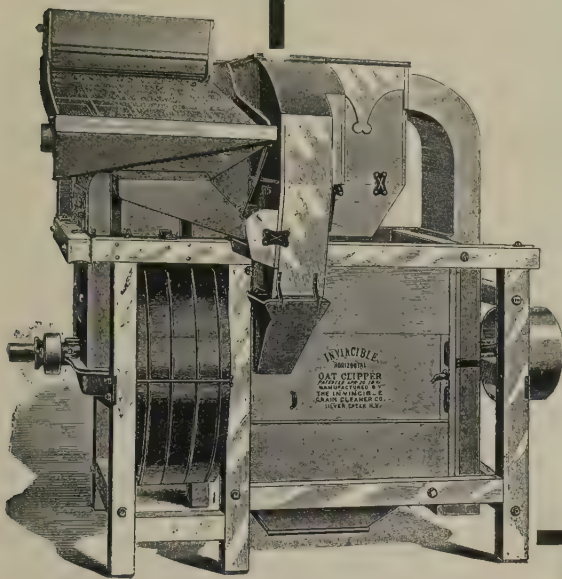
before shipping. Clipped oats run heavier to the bushel and bring better prices. Write for particulars.

INVINCIBLE GRAIN CLEANER CO.
Dept. 4 Silver Creek, N. Y.

REPRESENTATIVES:

Chicago, Ill., 1041 Webster Bldg.....A. H. Kay
Bristol, Tenn., 111 East 5th Street.....H. C. Purvine
Indianapolis, Ind., Board of Trade.....C. L. Hogle
Kansas City, Mo., 211 Postal Bldg.....F. J. Murphy
Minneapolis, Minn., and Winnipeg, Man.....
.....Strong-Scott Mfg. Co.
Philadelphia, Pa., 25 South 61st Street...C. Wilkinson
Toledo, Ohio, Jefferson House.....Bert Easley
San Francisco, Cal., 17th and Mississippi.....
.....W. King, Pacific Coast Representative

September shipments include a No. 9 for Quinn, Shepardson & Co., Minneapolis, Minn.



BOWSHER FEED MILLS

GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.
South Bend, Ind.



Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

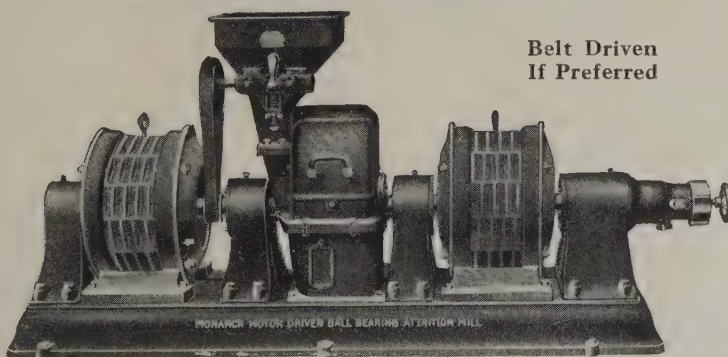
If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

A Profit Producer



Belt Driven
If Preferred

The Monarch Ball Bearing Attrition Mill

Jno. J. Lappin & Co., of Portland, Me., write as follows: "We have the distinction of installing the first 20-inch Monarch Ball Bearing Attrition Mill in the State of Maine, and we take pleasure in stating that it has been all that you claim and entirely satisfactory in every way. We have operated this mill daily for the past four years and our only expense has been for new plates."

Write for Catalog D-No. 115

Sprout, Waldron & Co.

Milling Engineers

Main Office and Works:

Chicago Office
No. 9 S. Clinton St.

MUNCY, PA.
P. O. Box No. 26

The Automatic Dump Controller

USED EVERYWHERE

WHY!



Efficiency is one of the greatest necessities today. There will be a vast amount of grain handled during the coming Seasons especially, on account of the War Situation. Therefore speed and accuracy are very much in need. You cannot wait to repair your dump between loads, you must have the equipment that will handle your dump without jarring and bumping, and without frightening the horses.

A Soldier of the Dump, am I,
A Soldier brave and true,
I passed them ol' exam's, just why
Is what I'm telling you.
You see I'm good as good can be,
I believe in great simplicity—
When the wagons drive upon the
dump,
I don't tallow that jerk and bump.
I just say, Boys, "Be kerful Sil!"
And gently let the ol' cat die,"
And down she sinks with ease so
sweet.
That if it were a dream complete.
You could not ask for more.

Circulars upon request.

L. J. McMILLIN

523 Board of Trade Bldg.,
INDIANAPOLIS, INDIANA

Box Cars

10—33 ft.—60,000 cap.

5—36 ft.—60,000 cap., all metal trucks.

Especially suited for grain moving. Thoroughly overhauled. Prompt Shipment. Why wait on the R. R.? Own your own—you'll soon make their cost.

ZELNICKER IN ST. LOUIS



1500 Ton All Steel
Coal Storage Tank

G-W COAL ELEVATORS and CONVEYORS

repay their costs many times over in the saving of time, labor and demurrage.

If your conditions are different the hundred or more illustrations in our Catalog may suggest a solution of your problem.

We design and manufacture Coal Elevators, Conveyors, Belt and Apron Conveyors, Pockets, Screens and Chutes, Wagon Loaders, Bagging Hoppers. Write for Catalog No. 16G.

GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington St.
Works: Hudson, N. Y.

**Eliminates
Spotting
Charges**



Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately

Advance Car Mover Co. Appleton Wisconsin

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS, CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Grain Receiving and Stock Book

Is a book designed especially for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up the columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs., price, amount paid and remarks.

Printed on heavy Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9 x 12 inches, giving room for recording 20 wagon loads.

Order Form No. 321.

PRICE, \$1.75

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.



DIXON'S Silica Graphite PAINT

gave EIGHT YEARS' SERVICE on these grain elevators. It is the BEST and most popular protective paint because it LASTS LONGER. Pigment and oil vehicle are of highest standard quality.

Dixon's Silica-Graphite Paint has no equal. Made in FIRST QUALITY only for over fifty years.

Write for detailed information and Booklet No. 15-B

Joseph Dixon Crucible Company

Jersey City, N. J.

Established 1827

Car Order Blanks

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

**Grain Dealers
Journal,**

315 So. La Salle St.
CHICAGO, ILL.

Say you saw it in the

Journal

When you write our advertisers

Thanks



BURRELL SAFETY STEEL MANLIFT MADE FOR WOOD AND CABLE GUIDES

Meets all Insurance requirements. More "Burrell" Steel Manlifts in use today than any other make. WHY? Because they are the best and cost no more than the old style wood. Sold by all Elevator Supply Houses. Ask for a BURRELL STEEL MANLIFT. If you cannot obtain it write to us direct.

Burrell Mfg. & Supply House
KANKAKEE, ILL.

The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**
203 Grain Exchange
OMAHA, NEB.

We Build
Modern Grain Elevators



KENNEDY CAR LINERS

**Prevent Leakages
Avoid Claims
Saves Money**

Used by Thousands of
Progressive Shippers

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**

SHELBYVILLE, INDIANA

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers' Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with
Torsion Balances.



5055

Style No. 5055 Corn
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York

SCIENCE

The building of an Elevator Leg such as the HALL SPECIAL is a problem in mechanics as much as the construction of a suspension bridge, or a tunnel, or a war ship, or an office building.

Every single part has expert attention!

First, as a unit; and, second, in its relation to other parts. Each assembled unit, such as the Head Pulley, Boot, or Cups, is tested for its special adaption before being passed upon as a suitable part of the HALL SPECIAL LEG.



We assert from knowledge born of many years' experience that the HALL SIGNALING GRAIN DISTRIBUTOR is the most efficient grain handling device ever built.

The statement is strong, but it is the simple truth, and is believed by every user of the HALL DISTRIBUTOR.

Your doubts, if you have any, will be set at rest forever when we put a HALL at work for you.

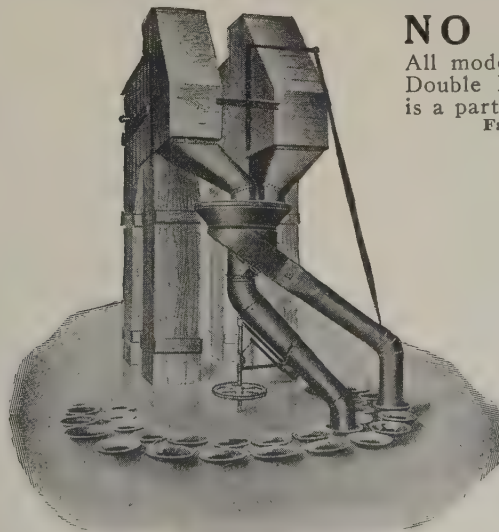
And you will save more money than you think. Write for our catalogues.

HALL DISTRIBUTOR CO., 222 Ramge Bldg., Omaha, Nebr.

NO EXPERIMENT

All modern elevators use the Ibberson Double Distributing Spout. Following is a partial list of users:

Farmers Elevator Co.,	Sherwood,	N. D.
"	Ransom,	N. D.
"	Karnack,	N. D.
"	Falsen,	N. D.
"	Argyle,	Minn.
"	Juanita,	N. D.
"	Binford,	N. D.
"	Tracy,	Minn.
"	Niobe,	N. D.
"	Emerado,	N. D.
"	Wyndmere,	N. D.
"	Calvin,	N. D.
"	Grafton,	N. D.
"	Hatton,	N. D.
"	Heaton,	N. D.
"	Zell,	S. D.



And many more. This spout is worth your attention. For particulars, write

JAMES J. GERBER
Minneapolis, Minn.

GRAIN ELEVATOR BUILDERS

HICKOK Construction Co. **ELEVATORS**
MINNEAPOLIS
818 Flour Exchange

**FIRE PROOF
GRAIN ELEVATORS**
DEVERELL, SPENCER & CO.
Garrett Building
BALTIMORE, - MARYLAND

L. J. McMILLIN
**ENGINEER and CONTRACTOR of
GRAIN ELEVATORS**
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

R. C. STONE ENGINEERING CO.
320 MERCHANTS EXCHANGE
ST. LOUIS, MO.
DESIGNERS AND BUILDERS OF
CONCRETE AND WOOD ELEVATORS
CORRESPONDENCE SOLICITED

**ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
1881**

"HAVE IBBERSON BUILD IT"
Write
For Our
New Booklet
T. E. IBBERSON
MINNEAPOLIS, MINN.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

D. F. HOAG & CO.

Designers and Constructors of
GRAIN ELEVATORS
202-4 Corn Exchange, Minneapolis

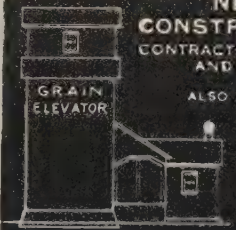
EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS
GEO. H. CRAIG
6803 Parnell Ave., Englewood, Chicago, Ill.

BIRCHARD
CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy of
Operation and Maintenance
1125 J Street LINCOLN, NEB.

C. E. BIRD & CO.
Grain Elevator Builders
Minneapolis, Minn.

**NEWELL
CONSTRUCTION CO.**
CONTRACTORS DESIGNERS
AND BUILDERS
ALSO JOBBERS OF
ELEVATOR AND
MILL SUPPLIES
430-432
GRANBY BLDG
CEDAR RAPIDS
IOWA



B. J. CARRICO
1501 Commerce St., Ft. Worth, Texas
Designer and Contractor of
CONCRETE and WOOD
Elevators and Flour Mills

MACDONALD ENGINEERING CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG. CHICAGO, ILL.

White Star Company
"Builders of Good Elevators"
WICHITA, KANSAS

**Our New Booklet
of
Elevator
Construction**

Write for Catalog C-2.

White Star Co., Wichita, Kans.

DRIVE

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.



"BURRELL BUILT" GRAIN ELEVATORS CONCRETE OR WOOD

Are the Last Word in Convenience and Economy of Operation—With a Plant One Hundred Per Cent Right, An Operator Is Free to Devote His Entire Energies to Developing Profitable Trade Without Being Handicapped by Mechanical Worries.

More Than Seven Hundred "Burrell Built" Plants Now in Operation.

BURRELL ENGINEERING & CONSTRUCTION CO.

Webster Building
CHICAGO, ILL.

Herskowitz Building
OKLAHOMA CITY, OKLA.

Lewis Building
PORTLAND, ORE.

For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
samples.
ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of
price; or on trial to responsible
parties. Has automatic valve and
fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



Are You Wasting Money?

Operating machines and shafts
that could stand idle at least
a part of the time. Equip
your plant with Tester
Clutches and start saving
money. Get our Free Booklet.
Decatur Foundry, Furnace & Machine
Co., Dept. D, DECATUR, INDIANA

GRAIN ELEVATOR BUILDERS

Be Satisfied This Season!

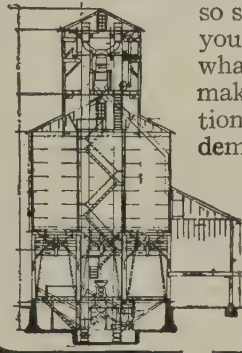
"YOUNGLOVE does all the Contract calls for and MORE."

Concrete and Tile Cribbed and Balloon
Quick Service Guaranteed Work

REPAIR SPECIALISTS

YOUNGLOVE CONSTRUCTION CO
412 United Bank Bldg. SIOUX CITY, IOWA.

NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

Reliance Construction Co.
Board of Trade INDIANAPOLIS, IND.

Decatur Construction Co.
ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS
510-512 Wait Building
DECATUR ILLINOIS

J. E. STEVENS
53 Devonshire St., Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS

Your Individual Needs are respected when your elevator is designed and built by
W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEBR.
Write for Details of Our System

W. C. BAILEY
Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.
433 Range Bldg., OMAHA, NEBR.

Godfrey Mill & Elevator Construction Co.
Mill, Elevator and Warehouse Contractors
Agents for Kerosene Carburetor
ENID - - - OKLA.

A. F. ROBERTS
ERECTS ELEVATORS
CORN MILLS
WAREHOUSES
FURNISHES PLANS
ESTIMATES
MACHINERY
SABETHA, KANSAS

WE were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake St.
CHICAGO, ILL.

2d Ave. N. and 3d St.
MINNEAPOLIS, MINN.

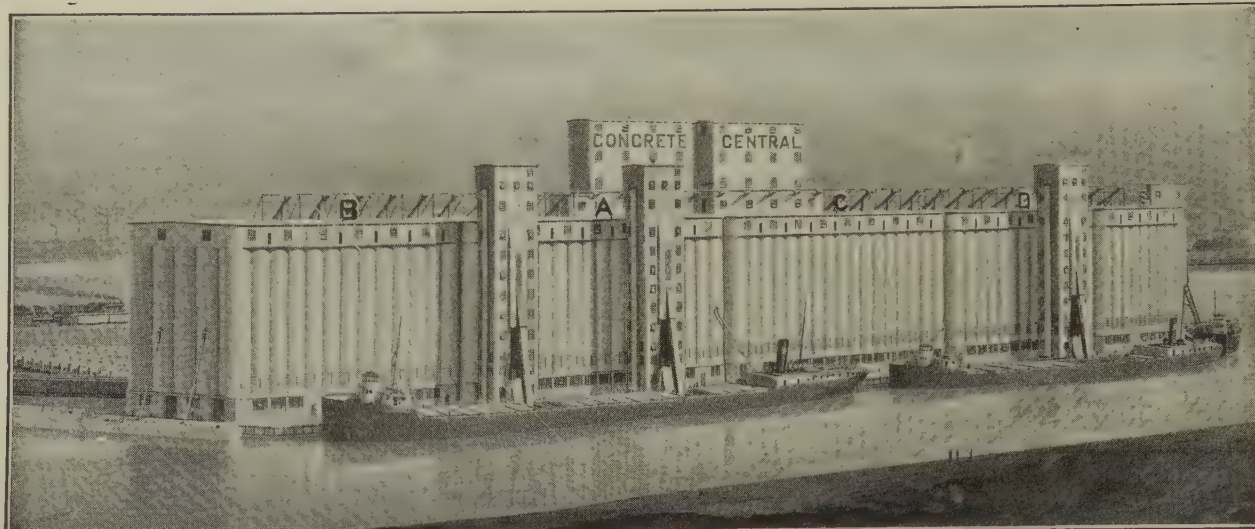
218-220 Chestnut St.
ST. LOUIS, MO.



THIS reinforced flour mill for the Quaker Oats Company, located at Cedar Rapids, Iowa, was constructed by us in 1917. The building was completely cast in the short time of two months.

We constructed the Quaker Oats Company's first reinforced concrete flour mill in Akron, Ohio, in 1909.

LEONARD CONSTRUCTION CO.
WHITEHALL BUILDING MCCORMICK BUILDING
NEW YORK CHICAGO



CONCRETE-CENTRAL ELEVATOR—BUFFALO

ORIGINAL CONTRACT		ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.

FEGLES-BELLOWS ENGINEERING CO.

LIMITED

ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
FORT WILLIAM, ONT.UNION BANK BLDG.
WINNIPEG, MAN.

THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
 175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
 500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
 1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
 Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
 Complete Fireproof Plant—Mill, Warehouse and Elevator—for
 the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona, Man.

WE HAVE AN ENVIABLE RECORD FOR SERVICE

Canadian Government Grain Elevator

Port Arthur, Ontario

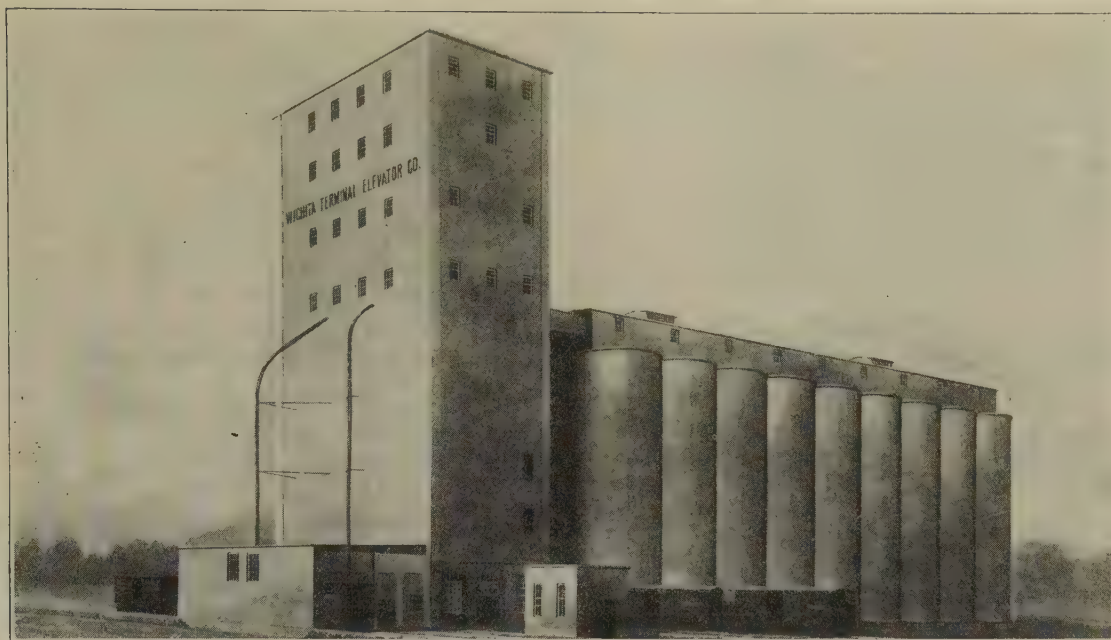
Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

 OFFICES { FORT WILLIAM, ONT.
 DULUTH, MINN.
 MINNEAPOLIS, MINN.

Wichita Terminal Elevator, Wichita, Kansas

Now under construction. Total Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

John S. Metcalf Company, Limited
GRAIN ELEVATOR ENGINEERS

395 Collins Street
MELBOURNE, AUSTRALIA

54 St. Francois Xavier Street
MONTREAL, CANADA

108 South La Salle Street
CHICAGO, ILL., U. S. A.

35 Southampton Street
LONDON, W. C., ENGLAND



The 1,250,000 Bushel
C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

WITHERSPOON-ENGLAR CO.
1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

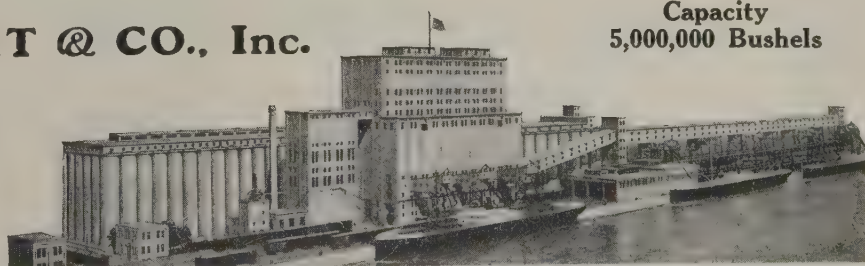
NORTHERN CENTRAL ELEVATOR

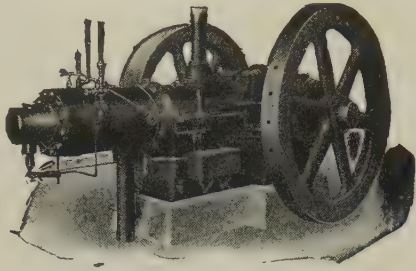
Now in course of construction at Canton, Baltimore, Md.,
for the Pennsylvania R. R.

JAMES STEWART & CO., Inc.

Capacity
5,000,000 Bushels

Designers and Builders
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD
GRAIN ELEVATOR DEPT.
15th Floor, Westminster Bldg.
CHICAGO
W. R. SINKS, Manager





MORE POWER for LESS MONEY

That sounds interesting, doesn't it? And you have heard the same story over and over again. BUT have those that told you this been able to prove their statement by actual performance? It's one thing to say it and still another to do it. We claim this for the Money-Making Muncie Oil Engine, and are able to back up our statement. Write and ask us for proof of the work of this master engine.

Muncie Oil Engine Co.
516 JACKSON ST. MUNCIE, IND.

OUR IMPROVED RAILROAD CLAIM BOOK

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in Transit.

Form B—Loss of Quality Due to Delay in Transit.

Form C—Loss in Market Value Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnishing Cars.

Form E—Overcharge in Freight or Weight.

These five forms are well bound in three styles, as follows:

Form No. 411-A contains 100 sets all Form A. Price \$1.25.

Form No. 411-E contains 100 sets all Form E. Price \$1.25.

Form No. 411-S contains 60 sets Form A, 10 sets Form B, 10 sets Form C, 10 sets Form D and 10 sets Form E. Price \$1.25.

Send all orders to

GRAIN DEALERS JOURNAL

315 South La Salle Street

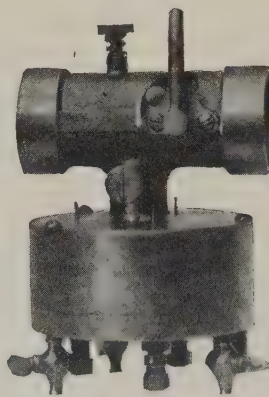
CHICAGO, ILL.

This Equipment

Makes a KEROSENE ENGINE out of any make or type of engine, and saves 60% of the Fuel Bill. Ask the

KEROSENE CARBURETOR CO.

Peoples Life Building Frankfort, Indiana



THE FORESTER Automatic Drain Circulating PUMP

will take care of the water in your Engine. No bursting of cylinders or accumulating of lime in the water jacket.

A post card will bring circulars

G. G. FORESTER MFG. CO.
MOLINE, ILL.

Use Calcium Chloride throughout your elevator.

PREPARE AGAINST losses by

FIRE



Put Rhodes' Anti-Freeze Calcium Chloride in your buckets and barrels and guard yourself against such losses.

Write us today!

JAMES H. RHODES & CO.
Chicago, Ill.

ALBERT MILLER & COMPANY

Handlers of everything in

HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie
Clover Packing
Alfalfa Straw

192 N. Clark St.
CHICAGO, ILL.

Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

SCIENTIFIC

SCIENTIFIC MANAGEMENT

has converted many a losing concern into a paying establishment. And in the grinding business many millers are deriving all the benefits of scientific management without paying for the service of an efficiency engineer.

There is no secret to success. Take any conspicuously successful milling concern, trace the reason for its expansion—and what will you find?

You'll find a plant equipped with the most improved type of equipment—a plant always looking out for labor-saving and cost-cutting devices—for machines that will cut power and equipment costs and keep operating expense at the minimum.

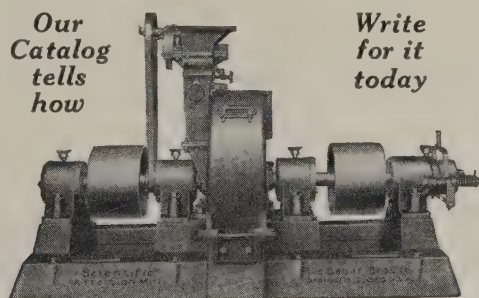
Bauer
SCIENTIFIC

Ball Bearing
ATTRITION MILLS

offer you a means of making a greater profit out of your business. Hundreds of the country's most astute millers have been far-sighted enough to discard machines that were giving them satisfactory service—and a comfortable profit—in order to make room for this superior equipment.

These mills have the good health habit—they never get out of order. They are built for service, by experts in grinding machinery, and backed by years of experience. They are money makers and money savers from the word go.

If you want to make 1918 your "big" year—join the ranks of the successful users of Bauer machinery.



Our
Catalog
tells
how

Write
for it
today

15 to 100 H.P. Belt or Motor Driven

THE BAUER BROS. CO.

Formerly Foos Mfg. Co.

506 Bauer Bldg.

Springfield, Ohio

SCIENTIFIC

Requisitioning Farmer's Grain.

"Can wheat or rye in farmer's hands be commandeered by the President or the Food Administration?" was recently asked.

H. R. 4961, known as the Food Control Law, confers on the President, and through him on the several administrative bodies created, autocratic power over the production, handling, storing and distribution of any commodity that may be required for national defense or security or for the maintenance of the army or navy.

Sec. 10 of this act—reproduced in full in the Grain Dealers Journal, August 10, pages 219-222—confers authority to "requisition foods, feeds, fuels and other supplies necessary to the support of the army or the navy, or any other public use connected with the common defense, and to requisition or otherwise provide storage facilities for such supplies," and to pay a just compensation therefor. Necessities held by the owner for the use of himself or dependents, and seeds required for planting are exempt from the operation of this law.

Stating the case in other words the purpose of this act was to eliminate red tape and competition by giving the administration autocratic powers. Consequently, if the prices set by the Food Administration do not bring wheat or other grains to market, the surplus in the hands of farmers, or others, may be commandeered and paid for at the established price. Provision is made for protest but only with respect to amount of compensation received.

Regulations governing the storing and movement of grains after they come into the possession of the dealer and miller subsequently were promulgated and are now operative. Their provisions are familiar to careful readers of the Journal.

Supply and Demand.

A philosophic member of the grain trade wants to know if grain prices can be artificially inflated in the same way and by the same power that has caused their deflation.

That is a big order to handle early Monday morning, and figuratively we are just starting the first week of the first month of our commercial career under war rule. Uncle Sam never before bit off such a large chunk and mastication is a slow process, also a difficult one.

One of the first moves made was to establish a price for wheat considerably below the price many grain dealers had paid for the wheat stored in their bins. The police powers of the nation are ample to keep prices down. Provisions for maintaining prices in the event the markets of the world should become oversupplied has been made, but there has been no occasion or opportunity to test and determine their efficiency.

Individual efforts to manipulate wheat prices for an extended period always have ended disastrously. The government can protect itself against loss in making good its guaranteed price by using its authority to regulate the duty, making the tariff on imports the equivalent of the difference between the world's price of wheat and the guaranteed price.

This nation is to make war on the biggest scale ever undertaken and on a business basis which necessitates the use and exercise of all the power advantage and authority it possesses. Substantially the war making powers have said: "It does

not suit my purpose to pay \$5 a bushel for wheat this year and 50 cents next year, for the following year I could not get wheat at any price. I must have wheat and other things. I am sorry if I step on the toes of the grain dealer, or any one's toes, but you will have to pardon me. I'm in a hurry."

Conserving Foods.

Conservation of food is a national, not an individual necessity. The people of this country are prosperous and the food supply is more than ample for our own requirements and for normal exports. But every man, woman and child should bear a hand in the work of saving food if the nation meet the obligation it has undertaken. Co-operation is being sought in many ways. Every citizen can help. Specific and explicit directions have been advertised broadcast.

Some of the foods which should be conserved and a few of the reasons why they should be saved follow:

Food will win the war. Don't waste it.

Conserve food, especially beef, sugar, fats and wheat.

Use less wheat and meat. Buy local foods. Serve just enough.

He who wastes a crust of bread prolongs the war.

Save the food and help the fighter fight.

Use substitutes for wheat and help win the war.

Fat is fuel for fighters. Save it.

Eat wisely and keep the wolf from the door of the world.

Eat at least one wheatless meal a day.

Do not eat meat more than once a day.

One of the big lessons of the war which the people of America are slowly mastering is wise and practical economy. This lesson is brought home strikingly to the grain dealer. He must turn on a smaller margin. He cannot afford to lose a pint of grain or to dissipate the value of a dollar's worth of supplies used in his business.

Business men of America are doing those things, or some of them, which heretofore they thought it unnecessary to do. They are eliminating wasteful methods and carefully appraising the cost of ineffectual machinery to the end that they may turn successfully on the small wheel base granted them and continue to make a profit.

Saving foods merely is a means to an end, not a goal in itself. The purpose of the war is to destroy, but such destructive effort as war involves is predicated on and supported by many and intricate constructive efforts whose good results will continue in evidence after the struggle is ended.

It is incumbent on the grain dealer to take stock of his own methods and facilities and then to co-operate with the producers whose supplies he markets, giving them such information, advice and aid as will assist them to save and bring to market a larger percentage of their food products and in cleaner condition to the end that they may realize greater returns from their farming.

Are Pit Trades Unlawful?

The hint that the federal grand jury at Chicago will thoroughly investigate trading in grain for future delivery as conducted on the Board of Trade unless sales are limited to actual grain purchased to be delivered to elevators and mills, is the fruit of a drifting policy that seems to have controlled all the grain exchanges.

Producer and consumer, as well as the Food Administration, if they consulted their own interests, should be doing everything in their power to keep the grain exchanges and the future delivery trading system in unrestrained operation, because the trading machinery reduces to an infinitesimal the margin of profit, or cost of distribution, between grower and consumer.

An aggressive stand, avoiding all appearance of antagonizing the Food Administration, may have to be assumed by the exchanges if they are to retain their legitimate business of trading for future delivery. The President in his proclamation of Nov. 1 said "The regulation of exchange transactions under Sec. 13 of the Act will be handled by special regulation from time to time." Can the grain trade do anything to assist in drafting the contemplated regulations, to the end that the purposes of the Food Control will be fully accomplished while preserving the valuable economies of future trading? Certainly the trade can do so if given an opportunity. Before issuing the contemplated regulations governing the exchanges the administration, if it wishes to act in a democratic manner and follow the precedent set in calling the Fair Price of Wheat Com'ite, will call into conference properly accredited representatives of the grain exchanges.

First it should be understood that speculation, as decided by the Supreme Court of the United States, is legitimate. In other words it is right for one to buy actual corn one day and sell it the next at a profit, for this is what the future delivery transactions lead to in the last analysis.

No License for Pit Traders.

Jos. P. Griffin, pres. of the Chicago Board of Trade, has prepared the following announcement, giving an official interpretation of the licensing proclamation of the President as it affects pit traders and grain commission merchants:

I am in receipt of the following ruling by Robert A. Taft, Assistant Counsel United States Food Administration:

"The definition of Exchange transactions which are excepted from the license proclamation is found in Rule 20 of the rules and regulations governing licenses, which reads as follows:

"Dealings on an Exchange, Board of Trade or similar institution shall include only such dealings as are made by public trading on the floor of the Exchange under the supervision of the Exchange, Board of Trade, or similar institution; in such ring, pit or other similar place as may be especially reserved by the Exchange, Board of Trade or similar institution for public trading.

"A person whose only transactions in grain are made in the pit need not take out a license whether deliveries are made on such contracts or not. On the other hand, a person cannot sell grain outside of the pit which was bought in the pit without taking out a license."

The officers of the Board of Trade will at a later date make public the ruling affecting those who are engaged in handling cash grain as commission merchants or merchandisers, but in the opinion of Attorney Robbins, this latter class will doubtless be obliged to secure a license from the Food Administration.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

ILLINOIS Grain Elevator. 60,000 bu. capacity; on the I. C. Ry. For particulars, address Law, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

FOR SALE—25,000 bu. grain elevator, on M. St. L. R. R. in southern Minnesota. Plant doing profitable business. Address J. Box 9, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE for a farm—20,000 bu. Elevator and Electric light plant, local coal, feed and flour business. Good reason for selling. Address Box 33, Silver Lake, Kas.

NEBRASKA ELEVATOR—12,000 bu. capacity, on the C. B. & Q. Ry. Selling on account of death of owner. Address H, Box 9, Grain Dealers Journal, Chicago, Ill.

N. W. OHIO Elevator—one of largest and best equipped; capacity, 60,000 bu. Exclusive coal business included. This proposition worth investigating. Address Lock Box 446, Leipsic, Ohio.

KANSAS Elevator—18,000 bu. Cap. complete with additional warehouse, coal bins, and electric light plant. Handle grain, feed, seeds, coal and oils; also furnish electricity for town. Address Power, Box 10, Grain Dealers Journal, Chicago.

MONTANA Elevator for sale—in the best grain point in the state, \$1500 cash, balance on easy terms until May 1st, 1920. Address Opportunity, Box 9, Grain Dealers Journal, Chicago.

TWIN ELEVATORS for sale; no competition here, located in Western Ohio. \$200,000 to \$300,000 business annually. Address Twin, Box 1, Grain Dealers Journal, Chicago, Ill.

OHIO Elevator and coal yard in Northwestern Ohio. Price \$16,000. Will pay 40% dividends; no trades. If you mean business, address Fair, Box 8, Grain Dealers Journal, Chicago.

FOR SALE—Good Elevator, feed and coal business in Southern Indiana. Private switch, plenty of sheds, and large warehouse; all in good repair. Write Ann, Box 9, Grain Dealers Journal, Chicago.

WESTERN INDIANA—In the best corn and oats territory, 35,000 bu. cap. elevator for sale; averages 200,000 bus. annually. Modern residence included. If interested, write Western, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE.

Central Ill. location. Grain, coal, lumber, building material and implement business. Elevator building cribbed; oat storage, concrete tanks. Capacity 65,000 bus. Gas-kerosene power; modern equipment, yearly shipments 250,000 bus. Address Center, Box 7, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

MINNESOTA ELEVATOR for sale—25,000-bu. Capacity. On the M. St. L. R. R. An A. 1 proposition; selling on account of draft. For particulars, address Minn., Box 9, Grain Dealers Journal, Chicago, Ill.

MODERN 40,000 bushel elevator, handles 150,000 bushels' grain annually, sells 1200 tons coal, also feed and seed trade. Best location in town; well equipped and up to date; electric power. A bargain at \$8,000.00. In best part of Southwest Minnesota. Address Fund, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—Elevator, Grain, Coal, Grass Seed & Live Stock business, located in heart of corn belt of S. W. Iowa. Doing a fine business. 22 years made the owners more money than any other business in this part of state. Best of competition. Good reason for selling. Address A, Box 9, Grain Dealers Journal, Chicago.

FOR EXCHANGE OR SALE—My elevator, 23,000-bu. capacity, newly equipped, new office. \$300,000 business in 1916. Will include 2 dwellings, new garage, barber shop and fixtures. Would consider good farm, or sale. No limit to business, including grain, feed, stock, implements, autos, etc. Address Clarence Kime, Nilwood, Ill.

ELEVATORS WANTED.

WANT to buy four or five elevators in Western Iowa in good corn and oats territory. Address Box 546, Geneva, Neb.

BUSINESS OPPORTUNITIES.

FOR SALE Feed, Coal and Elevator Business. Write Gibbs Lumber & Coal Company, Gibbs, Mo.

A BARGAIN—30-bbl. Capacity flour mill, with corn mill, saw mill and small farm. Write G. C. Stone, Hurt, Va.

MILLS FOR SALE

FLOUR MILL AT A BARGAIN.

75-bbl. cap. mill, fully equipped for immediate cash sale. Building and equipment represents investment of \$12,000. Property acquired by foreclosure. Frame building itself, three stories high, and 32x32, is worth \$1,500. Will sell entire mill property for \$3,000. For particulars, write Farmers State Bank, Ellsworth, Ia.

MILL & ELEVATOR FOR SALE.

A 24-bbl. midget marvel mill, 10,000 bu. capacity elevator, large warehouse, 15hp. Fairbanks Morse engine, large scale and small one, all modern improvements. Built in 1914. Right in the heart of wheat country. Plant is 21 miles off Railroad, but for the right parties putting on a truck it is a great opportunity for a milling and elevator proposition. Property is priced to sell. Melville Milling Co., W. H. Donald, Pres., Melville, Mont.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

JAMES M. MAGUIRE — elevator broker, 6454 Minerva Ave., Chicago.

Have for sale a fine selection of elevators in Illinois, worth the money. Can use a few more if priced right. Always glad to hear from prospective buyers.

MISCELLANEOUS.

WANTED—500 cars Walnut Logs. Batesville Lumber & Veneer Co., Lawrenceburg, Indiana.

WET CORN DRIED.

EXCELLENT facilities for drying Moist Corn. Located on the New York Central Railroad; also Erie Canal. Apply, Geo. J. Meyer Malting Co., Buffalo, N. Y.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

DYNAMOS—MOTORS.

ELECTRIC MOTORS—Will rent or sell. Scott Bros. Electric Co., 34 Macomb St., Detroit, Mich.

FOR SALE—One 35 horse power Columbus Gas Engine. Fine condition. One 10 horse power, and two 5 horse power motors, all new and for 3 phase, 60 cycle 220 volt, alternating current. One 1 horse power, 3 phase, 25 cycle, 220 V. A bargain. Sidney Elevator Mfg. Co., Sidney, O.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

MOTORS—Ready for immediate delivery. 3-phase, 60 cycle, 220 and 440 V., from 1 to 75 H. P. Single phase motors, from 1/4 to 10 H. P. General Electric, Westinghouse, Allis-Chalmers and Wagner Electric makes. Let us quote on your wants. All inquiries answered promptly. Aaron Electric Company, 14 S. Clinton St., Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago

SITUATIONS WANTED.

WANTED—Management of Michigan Elevator. 20 yrs. experience. Address Ulm, Box 9, Grain Dealers Journal, Chicago.

EXPERIENCED grain buyer desires position take charge of elevator. References: J. C. Busselle, Norwalk, Ia.

WANTED—Position by all around elevator and grain man. Licensed corn and wheat grader. Excellent references. Address Main, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager country elevator in good grain country; 19 years' experience grain and live stock business. Will come on 30-60 days' trial, but want a steady job. Family man. Best references. E. P. Lowe, Haddam, Kas.

WANTED—Position as General manager, line of elevators, or position as manager at station doing large business, where ability and practical knowledge is required in all branches. Employed, but desire change. Best of References. Address Rosemont, Box 10, Grain Dealers Journal, Chicago.

POSITION WANTED—As manager by young grain man with 6 yrs. experience in implements, grain and coal. Will consider Farmers or Line Co. Also would consider investing and taking interest in business. Good references. Address Steady, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as mgr. country elevator by capable, energetic married man. 30 yrs. old; 8 yrs. exp. in operating country elevators. Can keep house in good order. A-1 ref. Address Throw, Box 4, Grain Dealers Journal, Chicago.

WANTED by JAN. 1st: Man with 20 yrs. experience in Grain business, who has also handled stock & other side lines, wants to make a change. Will consider either Farmers' or Private Co., or will travel. Address, Sub., Box 8, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED—Position as manager with country elevator. Am thoroughly conversant with all branches of the trade. Address C. F. S., Box 10, Grain Dealers Journal, Chicago.

POSITION WANTED—As assistant to manager, or foreman of elevator. Nearly 6 years experience as foreman, and 6 mos. as clerk in small country Ry. station. Former employers references. Young, single man, steady & sober habits. Open for position December 10th, 1917. Box 123, Dixon, Iowa.

SITUATION Wanted change for personal reasons. Real live-wire as Mngr. of one or more elevators; 28 yrs. old; married. 10 yrs. experience; 4 yrs. successful managing largest grain shipping point in N. W. Ohio. Very best ref. from former and present employers. Address Personal, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position by married man, 35 years of age, strictly sober. 16 years experience in Grain Business, besides a business college course, taken during that time. First class office man; expert engineer and good mechanic. Want a place where industry and hard work bring results. 11 yrs. in present position. Best of references. Address Expert, Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—One or two good, experienced millers for plant, manufacturing corn meal and also mixed feeds, both dry and sweet. State full experience and salary you would want to start with us. Lock Box 46, Little Rock, Ark.

WANTED—A man for Central Indiana elevator. One man house. One about thirty-five years old who can run elevator and keep simple set of books. No boozier. Address C, Box 5, Grain Dealers Journal, Chicago, Illinois.

PARTNERS WANTED.

PARTNER WANTED—In established grain and bean business in Colorado. Must be man of ability and good standing. Address Cooper, Box 9, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED—Man with capital to handle new wheat crop. \$250,000 business last year. Handle coal, implements, feed and flour in town of 1,500. Address Free, Box 1, Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SCREENINGS WANTED

WANT TO BUY Grain and Seed Screenings of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

CUNNINGHAM COMMISSION COMPANY,
LITTLE ROCK, ARK.

ALWAYS in the market for flour, bran, shorts, mill feeds, screenings and various offals suitable for mixing feeds. Also corn and oats.

LET US HEAR from you, if you have any of these to offer.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
1009 West Ohio Street Chicago, Ill.

Make Your Business A Christmas Present

that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to the

**GRAIN
DEALERS JOURNAL**

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

You Can Sell Your Elevator

by advertising directly
to people who want to
buy, by using a

**Grain Dealers Journal
Want Ad.**

MACHINES FOR SALE.

A BARGAIN—3 H. Corn Grinder, has never been used. Mansfield Mfg. Co., Mansfield, Ohio.

FOR SALE—60 Flexible Spouts, 8 inches by 8 feet long, No. 16 gauge. \$12.00 each. Send cash with order. Prompt shipment. Burrell, 900 Lytton Bldg., Chicago.

FOR SALE—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

FOR SALE—300 Badger Car Pushers, never been used. \$350 each. Send cash with letter. Burrell, 900 Lytton Bldg., Chicago.

BARGAINS AND QUICK SHIPMENTS.

Fine rebuilt Ball Bearing attrition mills, all sizes. 100 gal. Molasses heating kettle. 22 hp. vertical steam boiler, complete with injector and 50 ft. smoke stack. 9x18 corn cracker with magnetic separator. Also oat crusher, 6x12 corn cracker. 500 bu. Fairbanks Hopper scale. Several Westinghouse D. C. motors.

Any amount of other mill and elevator machinery. Complete equipments scientifically arranged for modern flour and Cereal Mills, molasses stock and poultry feed plants. Plans and flow sheets. Write today.

George J. Noth, Manager,
No. 9 So. Clinton St. Chicago, Ill.

FOR SALE—MACHINERY AT BARGAIN PRICES.

- 1—No. 174 "Barnard & Leas" double side shake milling separator with sieve cleaners, capacity 80 bu. per hr., brand new.....\$225.00
- 1—No. 177 "Barnard & Leas" double side shake milling separator, capacity 250 bu. per hr., brand new 350.00
- 1—No. 204 "Eureka" counterbalanced milling separator, capacity 450 bu. per hr., rebuilt..... 300.00
- 1—No. 198 "Eureka" milling separator capacity 60 bu. per hr., rebuilt 120.00
- 1—No. 197 "Eureka" milling separator capacity 45 bu. per hr., rebuilt 105.00
- 1—No. 4 "Invincible" milling separator capacity 80 bu. per hr., rebuilt 120.00
- 1—40 bu. "Buffalo" Hopper Scale, rebuilt 50.00
- 1—100 bu. "Fairbanks" Hopper Scale, rebuilt 75.00
- 1—200 bu. "Fairbanks" Hopper Scale, rebuilt 85.00

Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators. We ship to responsible parties on 30 days' time. Write today for our complete bargain list.

Est. 1872 B. F. GUMP CO. Inc. 1901
431-437 S. Clinton St. Chicago.

WRITE FOR LIST OF

\$50,000 stock of new and used
Pulleys, Shafting, Hangers and
every description of Power
Transmission Machinery.

LEATHER, RUBBER and CANVAS

BELTING
TEUSCHER & SON
MACHINERY SUPPLY CO.
527 N. 2nd St. St. Louis, Mo.

MACHINES FOR SALE.

FOR SALE—One Western Cleaner No. 5 and one Boss Car Loader. Both good as new. Will sell cheap. Address J. C. Beat- tie & Son, Elwood, Ill.

FOR SALE—2 Burrell all-steel man-lifts with cable guides; never been installed. 60 ft. lift. Complete, \$50 each. Send cash with letter. Can ship at once. Burrell, 900 Lytton Bldg., Chicago.

ONE Invincible Dustless Compound Shake Double Receiving Separator No. 7. Capacity, 2,000 bu. per hour.

One No. 9 Invincible Clipper, capacity, 1,200 bu. per hour.

Both machines in perfect condition, been used only a few months. Address Per. Box 10, Grain Dealers Journal, Chicago.

NEW AND PRACTICALLY NEW.

Belting.
Transmission Equipment.
Gas & Gasoline Engines.
Electric Motors, etc.

Send us your inquiries.

Wayne Machinery Co.,
Fort Wayne, Indiana.

FOR SALE—12 Clipper Bean Pickers, foot-tread, large galvanized hoppers, \$6.50 each.

11 Foot-tread Bean Pickers, with small hoppers, \$6.00 each.

1 Gibbs Belt Picker, practically new, \$150.
1 Gibbs Belt Picker, reasonably good condition, \$100. Bad Axe Grain Co., Bad Axe, Mich.

FOR SALE—One No. 6 Multivan Fan, single inlet, up discharge, rated capacity 61,700 C. F. M. at 1¼" static. The Fan was in use only a few months, gave perfect satisfaction, but we required larger capacity. It is in perfect condition, can be shipped immediately. Further information upon request. Price \$400, f. o. b. cars Chicago. The Moses Rothschild Co., Postal Telegraph Bldg., Chicago.

FOR SALE—All the Flour Milling Machinery of the Marytown Roller Mills, 75-bbl. Cap., 12 hrs. long system, consisting of the following: 5 Set (10 pr.) W. D. Grays Pat. Noiseless Roller Mills, Style A. 1 Monitor dustless Separator. 1 Iron Prince wheat cleaner. 2 Geo. D. Smith No. 2 Middling Purifiers. 2 E. P. Allis No. 3 Bolters. 1 No. 7 Cyclone Dust Collector. 2 Reliance Flour Dressing Machinery. 1—75 H.P. Corliss Steam Engine. Also all the Shafting, Pulleys, Belting, Hangers, complete set of Elevators, etc. For further information, write Mr. A. Roegner, Marytown, Wis., R. F. D. No. 40, Calvary.

MACHINES WANTED.

WANTED—Grain Cleaning, corn cracking and corn meal machinery. Also mixer, 800 lbs. Cap. or over. Steel conveyor and 20 ft. elevator. Hopper grinder and metal section fans. Sanitarium Food Corporation, Benton Harbor, Mich.

STEAM ENGINES—BOILERS.

FOR SALE Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

FOR SALE—250 H. P. Erie City vertical water tube boiler and 200 H. P. Buckeye engine; both in first class condition; they have been used only a few years and have never been overloaded; must be seen to be appreciated. Cutsinger & Thompson, Shelbyville, Ind.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

ENGINES FOR SALE.

FOR SALE 1-15Hp. Otto Gasoline engine, equipped with magneto. Reasonable. B. C. Godfrey & Sons, Elkhart, Ind.

Every penny invested in a Journal "Wanted For Sale" ad returns an amazing per cent of profit.

FOR SALE One 10 H. P. Fuller and Johnson Gasoline Engine. First-class condition. Price, \$175.00. Foster Bros., Tomahawk, Wis.

FOR SALE—One twenty horse power "Muncie" oil engine, run less than thirty days, guaranteed to be as good as new. For full particulars, address Southwestern Engineering Company, Springfield, Mo.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal. Chicago. Try it.

BARGAIN—2 Gasoline Engines for sale. One 20 H. P. Olds, now running and in good shape. Cost \$700, sell \$175. Also one 10 H. P., \$75. Changing from gas to electricity. Inter-State Flour & Feed Co., Omaha, Nebr.

ONE Hamilton Corliss Engine, 110 H.P., size 14x36, with 11 ft. 7"x21" Fly Wheel. In first class condition.

Steam Pumps manufactured by the Platt Iron Works, as follows:

One, 10x8x12, Self regulating.

One, 9x6x10.

One, 6x4x6.

Omaha Roller Mills Co., Omaha, Nebr.

ENGINES for MILLS, ELEVATORS, FACTORIES and Farms; for AUTOS, TRUCKS, BOATS, ICE SLEDS and HYDROPLANES. Largest dealers in engines for every purpose from 1 to 100 HP. State your power needs and let us quote. Badger Motor Co., Milwaukee, Wis.

GRAIN WANTED.

WANTED—Ear Corn and Bulk Oats in Quantities. E. E. McNeely, Troy, Texas.

WANTED—To buy several car-loads No. 4 or better—ear or shelled corn. Wire or write price. J. A. Carden, C. G. W. Elevator, Hampton, Iowa.

WE are in the market for several cars new corn, for November and December shipment. What have you to offer? Write or wire us. The Horn Bros. Co., Monroe-ville, O.

BARGAINS Immediate Delivery

1—Lane & Bodley, Heavy Duty, 18"x 42" Corliss Engine.

1—I & E Self-Contained 14"x16" Slide Valve Engine.

1—Bullock H-4, 75 kw. Generator.

2—Vertical Water Tubes, 150 H.P. Boilers.

2—Cook's Deep Well Pumps.

1—High Pressure, D & B Acetylene Generator.

Wood and Iron Pulleys, Couplings, Hangers, Shafting and Belting.

Write for details; address:

DEPT. G. P. O., Box 678, CINCINNATI, OHIO

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WANTED—Off grade clover seed and tailings. Submit samples. A. R. Kerr & Co., Bellefontaine, O.

WANTED—White Sweet Clover, Red Clover, Sudan Grass. Fort Smith Seed Co., Fort Smith, Ark.

WINTER VETCH
NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

WE BUY AND SELL
Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

THE STANFORD SEED CO.
BUFFALO TIMOTHY—CLOVER—ALSIKE—ALFALFA—GRASSES N. Y.
Buyers and Sellers—Car Lots—

RUSSELL SEED CO.

Carlot Shippers All Southern Seeds
We buy Clovers, Rye, Barley, Wheat
MEMPHIS, TENN.

OTTO SCHWILL & CO.
Memphis, Tenn.

GARDEN and FIELD SEEDS
Also Onion Sets, Poultry Food, Bee Supplies

FOR SALE

**GENUINE
MAMMOTH CLOVER**

CRAWFORDSVILLE SEED CO.
Crawfordsville, Ind.

White Clover
Orchard Grass
Tall Meadow Oatgrass
Ryegrass
Wm. G. Scarlett & Co.
Baltimore, Md.

SEEDS FOR SALE.

FOR SALE—Sunflower seed, carlots or less. Southeast Mo. Grain Co., Malden, Mo.

FOR SALE—Millet in carlots, both hog and golden. John E. Spelts, Julesburg, Colo.

FOR SALE—Black Hills alfalfa seed; \$6 per bushel. For sample, send stamp to Brookside Farm, Buffalo Gap, S. D.

SUDAN GRASS SEED—We specialize in its production and take care to have it pure and clean. Seed very scarce. Price \$28.50 per hundred, carload, f. o. b. J. F. Thweatt, Gouldbusk, Texas.

Crabbs Reynolds Taylor Company
Crawfordsville, Indiana
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

H. W. DOUGHTEN, 59 PEARL STREET, NEW YORK CITY
Importers, Exporters and Jobbers
Grass and Field Seeds
We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

We are buyers and sellers continually of
CLOVER, ALSYKE, TIMOTHY, ALFALFA
carlots or less.
Sample envelopes on request.
Send us samples of what you have to offer.
Write or wire when in market.

T. H. COCHRANE CO.
PORTAGE WISCONSIN

MINNEAPOLIS SEED CO.
DISTRIBUTORS



**BRAND
FIELD SEEDS**
TIMOTHY and MILLET Our Specialties

Directory Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.
BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.
BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whlse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

LOUISVILLE, KY.

Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Schwill & Co., O., garden and field seeds.
Russell Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds.
Radwaner, I. L., field & grass seeds, exp. imprtr.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ST. LOUIS, MO.

J. Goldsmith & Co., grass seeds, peas, grain.
Schisler, F. & G. S. Co., A. W., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.
Hirsch, Henry, clover, alsike, timothy, alfalfa.
The Toledo Field Seed Co., clover, timothy.

TWIN VALLEY, MINN.

Heiberg, M. A., wholesale seed merchant.

HAY**CORN AND OATS WANTED**

Want several hundred cars
Alfalfa, Timothy, Sorghum,
Oat Straw and Prairie Hay.
Also want Oats and Ear Corn.
What have you to sell? Name
best prices.

B. E. MILLER, CARLTON, TEXAS

OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses. Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

HAY WANTED.

WANTED—Alfalfa, Prairie, Timothy Hay, Snap Corn, Oats and Mill Feeds. Will buy in large or small quantities from any place.—A. S. Lewis, Dallas, Texas.

SEEDS WANTED.

SOY BEANS WANTED. Send samples and prices to O. M. Scott & Sons Co., Marysville, O.

WANTED To buy earload Marquis Spring Seed Wheat. Always in the market for Choice Red Clover, Timothy and Soy Beans. Send Samples and Prices. E. F. VERRY & SONS, ARMINGTON, ILL.

FUNK BROS. SEED CO.

Sole Breeders of Funk's High Yielding Seed Corn We will buy Clover, ALSIKE, Timothy, Millet, RAPE

25,000 Acres in Our Seed Farm BLOOMINGTON, ILL.

RUDY-PATRICK SEED CO.

ALFALFA—TIMOTHY

KANSAS CITY, MO.

MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

LOUISVILLE SEED COMPANY

INCORPORATED

LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS

OF ALL VARIETIES FIELD SEEDS

L. Teweles Seed Co.

Milwaukee

Wisconsin

Headquarters for

Red, White and Alsike

Clover

Timothy and Alfalfa

Seed

SEED CORN FIELD PEAS

WOOD, STUBBS & CO.

(Inc.)

LOUISVILLE, KY.

Ky. Blue—Orchard—Red Top

BUY AND SELL

Also full line Garden Seeds

FIELD SEEDS GRASS

Poultry Feeds

Timothy

Clover

Alfalfa

Millet

Cane

Kafir

Popcorn

Lawn Grass

The Albert Dickinson Co.

ESTABLISHED 1855

Minneapolis

Chicago

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

CLOVER SEED--TIMOTHY SEED

That order for clover or timothy futures

"Send it to Zahm"

J. F. ZAHM & COMPANY, Toledo, Ohio

Here since 1879 Ask for our daily Red Letter—Free

THE CRUMBAUGH-KUEHN CO.

We pay top prices for seeds. Your track or Toledo. Send samples.

TOLEDO, OHIO

Samples, prices and our market letter upon request. Cash and futures.

CLOVER

ALSIKE

TIMOTHY

ALFALFA

3-minute tour

of the week's grain and seed markets is afforded readers of Southworth's Weekly. Hop aboard. Sample trip on request.

Southworth & Co., Toledo, Ohio

Grain—Seeds—Provisions

HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER—ALSIKE—TIMOTHY—ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

FLOWER, FIELD and LAWN SEED

J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

THE

ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,

Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

CAR LOTS OR TON LOTS

RAPE SEED

Canary Seed, Hemp,
Sunflower, Timothy, Peas

WE BUY

Kentucky Blue Grass

Hairy Vetches

Orchard Grass Seed

SEND US YOUR SAMPLES

I. L. RADWANER

Seed Merchants

Office and Warehouse

83-85 Water St., New York City

30 DAYS SALES of HESS GRAIN DRIERS and COOLERS

NAME	TOWN	NAME	TOWN
Jos. Heap & Sons.....	Liverpool, England	Chatterton & Son (3rd purchase).....	Grand Rapids, Mich.
The McMillen Company.....	Fort Wayne, Ind.	Geo. L. Long (2 driers).....	Bushnell, Ills.
Llewellyn Bean (Armour & Co).....	Grand Rapids, Mich.	Union Stock Yards.....	Chicago, Ills.
Kinde Farmers Elevator Co	Kinde, Mich.	Scholer & Weedman.....	Farmer City, Ills.
Chatterton & Son (2nd purchase)...	Toledo, Ohio	Funks Grove Grain Co.....	Funks Grove, Ills.
Cedar Rapids Grain Co.....	Cedar Rapids, Iowa	Gyles-Horner Grain Co.....	Saybrook, Ills.
Belden & Co.....	Geneseo, N. Y.	Nagel Bros.	Bushnell, Ills.
Cape County Milling Co.....	Jackson, Mo.	Hudson Grain & Coal Co.....	Hudson, Ills.
Shellabarger Elevator Co.....	Decatur, Ills.	The McMillen Co. (2nd purchase).....	Fort Wayne, Ind.
Farmers Grain Co.....	Fowler, Ind.	Gyles-Horner Grain Co. (2nd purchase)....	Saybrook, Ills.
Bishopp Grain Co.....	Sheldon, Ills.	Farmers Elevator Co.....	Letcher, S. C.
Belden & Co. (2nd purchase)....	Charlotte, Mich.	Union Depot Elevator.....	Detroit, Mich.
Kasbeer Farmers Elevator Co.....	Kasbeer, Ills.	Cape County Milling Co. (2nd purchase)....	Puxico, Mo.
Bishopp Grain Co. (2nd purchase),.....	Sheldon, Ills.	Llewellyn Bean Co. (Armour & Co., 2nd purchase)	Big Rapids, Mich.
Bad Axe Grain Co. (2nd purchase)...	Kinde, Mich.		
Risser-Rollins Co. (2nd purchase)...	Paxton, Ills.		

Besides this we have completed large installations for

ARMOUR GRAIN COMPANY, CHICAGO,

GLOBE ELEVATOR COMPANY, DULUTH,

EASTERN GRAIN, MILL & ELEVATOR CORPORATION, BUFFALO.

We are ahead of our promises on deliveries, working night and day with a large force, and can serve you better in the matter of time and efficiency than others not so well equipped.

Phone, wire or write. We will help you to save the country's corn and beans.

Hess Warming and Ventilating Co.

709 TACOMA BUILDING, CHICAGO

Brown-Duvel Moisture Testers also, with glass (official) or copper flasks

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, semi-monthly, one year, cash with order, \$1.55; two years, \$2.85; three years, \$4.00; single copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.75.

THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, NOVEMBER 25, 1917

DOCKAGE on the same sample will vary as much as from 1½ to 3 per cent, according to the interpretation placed by different inspectors on "damaged" wheat. Millers will admit that sound and sweet wheat is not "damaged"; and that broken wheat is not "damaged." At the coming hearings on changes in the federal grades an opportunity will be offered to make the phraseology so definite that there could not be two interpretations. Such a thing as the federal supervisor calling a sample 1½ per cent, when his headquarters at Washington calls the same sample 3 per cent dockage, should not be permitted.

PLANTS and facilities of the five largest packing companies of the country are to be welded into a unit of efficiency and employed by the government in supplying its own needs and the needs of its allies during the war. That is the substance of a statement by Joseph P. Cotton, chief of the meat division of the Food Administration. Profits allowed shall not exceed 2.5% on the commodities sold and annual profits shall not exceed 9%. The thousands of smaller packers are to be encouraged and will be permitted to make more liberal profits. They will supply the domestic markets.

GRAIN DEALERS of central Indiana are bestirring themselves to give the producers of that section full benefit of a good yield of wheat showing a moisture content of 13%. They ask for an investigation, report and comparison of the quality of the wheat of their section and that of other portions of the state.

GRAIN DOOR allowances in New York state have been placed on a basis acceptable to shippers by the abolition of the \$2 maximum and the adoption of the entirely new principle of allowing ½ cent per 100 lbs. of loading. Shippers in other states should insist upon the same basis of compensation if the carriers ever make a change from their present practice of doing their own cooping.

A CAR REPAIR outfit will be placed at each elevator and mill at Fort Worth, Tex., in a co-operative effort that could be emulated with profit by the railroad companies and shippers everywhere. At some elevators, particularly terminals, the number of bad order cars arriving is so great that the saving of time required to haul cars to shops, by making repairs on the spot, would do much to relieve the car shortage.

THE satisfied customer generally comes back without solicitation. However, grain buyers should not confuse the fairly disposed producer, who is entitled to every consideration, with the greedy, grasping bargainer who never gets enough concessions to satisfy him. His unreasonable demands will prompt many traders to impose upon him so that in the end he will be willing to deal with the buyer who has one price and sticks to it. Every grain dealer is entitled to fix his own margin in keeping with his cost of doing business, but when he determines what it should be, he should prove his belief in its fairness by sticking to it.

ALL AVAILABLE facilities of the railroads east of Chicago shall be pooled to the extent necessary to furnish maximum freight movement is the decision of the railroad war board. Congestion of freight on all the more important eastern railroad systems has become so great that embargoes have been announced. Much of the tonnage is "preferential freight," and so much of it is on the same plane that the end sought to be gained by giving certain classes of freight preference over other classes has been defeated. Scrambling eggs is not a difficult task and required no great degree of technical skill; unscrambling them is a different affair. Pooling equipment and freight to meet existing emergency lays the foundation for the future work of sanctioning such a pool. Many traffic experts have long maintained that the pooling of freight cars would greatly increase the transportation efficiency of all railroads.

CORN SHIPPERS who have no facilities for drying grain should delay taking in new corn as long as possible, and when they do take it in, either store in narrow cribs or else shell and ship quickly to a nearby market for drying, arranging in advance for the service. Letters from chief grain inspectors, published elsewhere in this number, show that a number of the markets are well equipped to handle new corn and shippers owe it to themselves and to the country to save as much of this valuable grain as possible.

WEEVIL ARE assisting the mice in the destruction of Australia's stored wheat and making such rapid inroads in the large stacks of bagged grain piled about the different grain ports that the owners are becoming greatly alarmed, lest nothing but the sacks be left for shipment, when boats are finally provided. The different states of Australia have for a number of years been figuring on building grain storage facilities, but sad to relate, have postponed construction until now they have already suffered a loss amounting to several millions more than it would have cost to erect modern reinforced concrete elevators of sufficient capacity to handle an average crop.

THE COPPER producers who have recently been conferring with representatives of the U. S. Government, have entered into an agreement whereby copper jobbers will be allowed a commission of 5% for handling copper. In other words, they will be required to sell the small trade at cost, plus 5%. The contractors who erected the army cantonments are credited with receiving cost of material and labor, plus 10%. Now wheat handlers would have been more than pleased to have entered into an agreement to handle the crop for 5% profit, but many of them who failed to dock their receipts sufficiently to allow for the full amount of foreign matter contained have actually suffered heavy losses on their shipments.

FAILURE TO NOTIFY the insurance company of a change in ownership is generally understood to make a policy void; but the Supreme Court of Michigan in a decision reported elsewhere in this number of the Journal holds that such failure to notify does not void the policy if the failure did not increase the hazard. The Michigan law provides that the breach of any one of 14 conditions shall not be pleaded as a defense if the breach did not increase the hazard. In Illinois the decision would have been in favor of defendant Millers National Insurance Co., which was willing to pay the entire loss on the buildings, but had reason to fight payment of loss on stock in this case. In all fairness the Michigan law should be amended to give an insurance company notification of change in ownership so that it may protect itself, by giving insured ample opportunity to apply for insurance elsewhere.

BURNING WEEDS and rubbish along the railroad right of way is a most commendable action on the part of any railroad company, but it should not entrust this work to men who do not recognize the advantage of performing such dangerous duties on days when the winds are at rest. One Montana elevator man, whose letter is published elsewhere in this number, had a long, hard fight to save his elevator from burning, as a result of carelessness on the part of the section hands.

MEMBERS of the grain trade will read with special interest the outcome of England's attempt to set aside the laws of supply and demand by forbidding speculative trading on the Liverpool Cotton Exchange. After the exchange closed manufacturers were unwilling to assume the risks incident to buying abroad because of their inability to "hedge" against a radical drop in price. Consequently importations dropped off, factories closed and the people thrown out of work were compensated from government funds. Experimental legislation appeals very strongly to the wildeyed theorist and so long as an indulgent public blithely foots the bills such experiments will continue.

SHIPPERS of grain on S/O Bs/L will be annoyed to learn that some of the grain carriers are seriously considering charging an extra fee for issuing shippers order bills of lading which require the notification of a third party. As is reported in the proceedings of the Industrial Traffic League, published elsewhere in this number, the railroads are considering charging 1% of the value of the freight, in addition to the regular bill for transportation. While the railroads may be able to devise some plausible arguments in support of their contention, never will they be able to convince any grain shipper that the service performed, where grain is billed to "shippers order notify," is any greater than where it is billed on an open bill of lading direct to consignee. The matter is one which merits careful watching on the part of shippers and any move to levy this extra extortion should be vigorously opposed.

GRAIN SHIPPERS have always rightly insisted upon having settlement for any grain lost or destroyed while in the care of the transportation companies paid for at the market value day property was lost, and the carriers have just as persistently insisted upon paying for the property at the invoice price. Notwithstanding much of the grain was contracted for delivery many months in advance of its loading into cars, and sold at a price much below the market price current day of loading, the shipper's real loss is what it will cost him to replace the property destroyed. That is what it will cost him to replace grain to fill his contract, the true measure of his damage, and what the carrier should be required to pay as compensation for any grain destroyed in transit. The Industrial Traffic League is waging a persistent fight to uphold the rights of the shipper, but it needs the earnest support of grain shippers to protect their interests.

HAVE YOU any suggestions to offer for the improvement of the Federal wheat or corn grades? Then communicate your recommendations to the Chief of the Bureau of Markets immediately and present your arguments and evidence at one of the hearings which are noticed elsewhere in this number. The Department of Agriculture is anxious to make these grades meet the needs of grain handlers, and will surely attain that result much quicker if it has the hearty co-operation of members of the grain trade in making practical changes. Many hearings will be held during the next thirty days and every effort will be made to discover how the rules governing the grading of wheat and corn can be improved. Dealers who have any convictions in this matter should let their voice be heard now, otherwise they will have no excuse for complaining later.

NEW CORN does not seem to be drying out very fast, so venturesome country elevator men who have dared to buy it have a lot of mush on hand and some who dared to shell it and ship it out have to go down in their surplus to meet the freight bills. One practical suggestion ventured at the recent Ohio meeting was that a shovel should not be used in pitching corn into cribs for storage, as it resulted in all of the shelled corn and fine stuff being thrown into the crib. This would of course find its way to the bottom and pack about the corn in the bottom of the crib so tightly that it would be sure to heat and spoil. The elevator man who stores soft corn in wide bins or neglects to carefully sort out all soft corn is sure to suffer a heavy loss on his purchases. The dealers who are making real profit these days are the country elevator men who are buying wet corn at a low price and drying it sufficiently to stand shipment to terminal markets. The farmers are all anxious to get the poorest of their crop out of their hands and do not hesitate to pass it on to elevator men who are very anxious to get their share of the new crop, in hope of keeping the elevator busy. Look out.

SUPERVISING inspectors of the U. S. Department of Agriculture should be shifted from one terminal market to another and never permitted to work more than a few months in one place, if the grain grading is to be made as uniform as the theory contemplates. Before the government had made any movement to establish federal licensing of inspectors the trade had for years advocated the attainment of uniformity, by moving the inspectors from place to place. This principle still holds good; but is not utilized by the present administration. One supervisor, for personal reasons, is supervising only the work of inspection within two hours' ride by rail from his city office, when his authority extends over several states, and the Washington officials are blissfully ignorant of the fact that he is neglecting his territory. The grain men discover it to their cost when a competing nearby market is getting more favorable grades. Another supervisor is not taking out the dockage as provided by law. He is using a No. 5 buckwheat screen and thinks he is right. Another supervisor approves the use of a No. 12 seed screen and also thinks he is right. The elevator men in one market are profiting thereby and those in the others are losing by the difference in dockage. Grain receivers are loath to deprive a competing market of a profitable practice, when they would prefer to have the

same liberal treatment extended to themselves, hence these irregularities may continue for some time before any grain dealer will be unkind enough to inform the powers that be. Shifting the supervisors would automatically adjust these differences and make for uniformity.

Sales Limited to Sixty Days Hence.

Shippers and buyers should keep in mind Rule 15 of the Rules and Regulations as issued by the Food Administration, under the President's Proclamation of Oct. 8th, which provides that,

The licensee shall not make or have outstanding at any time any contract for the sale of any food commodities other than those specified in Rule 13 for shipment or delivery more than 60 days after the making of such contract, except for seeding purposes; provided, however, that this rule shall not apply to contracts with the Federal, State, County or Municipal governments or with the government of any nation at war with Germany. Provided, further, that an importer may sell goods to be imported for delivery on arrival.

It seems that some shippers have been contracting for deliveries early next year and thereby committing an infraction of this regulation. The reason for such a rule is not clear, but its requirements are, hence it behooves grain dealers who are anxious to co-operate with the government in bringing the war to a quick termination, to comply with the requirements of the rule.

The License Regulations and Exchange Transactions.

Certain food administration agents who have never been inside a law school are again demonstrating their incapacity by claims that grain exchange members must apply for license under the President's proclamation of Nov. 1.

The Food Control Act does not require buyers or sellers of grain on an exchange to have a federal license. The Act, Sec. 13, empowers the President to prohibit wholly or in part transactions on an exchange. This distinction was recognized by the President in his proclamation of Nov. 1, in which he expressly exempts exchange transactions from licensing, stating they would be covered by regulations to be issued later. The pit trader, on his own account, clearly is exempt; but the commission merchant must have a license if he does business elsewhere than "in such ring, pit or other similar place as may be especially reserved by the exchange, board of trade or similar institution, for public trading."

One agent oracularly informs the trade "Rule 15 distinctly forbids trades in food commodities for a longer period in advance than 60 days. It is very evident that such trades as corn and oats for shipment and delivery many months in the future are distinctly prohibited in these regulations."

Evidently this agent never read the Food Control Act (under which Pres. Wilson gets ALL his food authority) or he would have noted that Sec. 6 covering the time foods may be held, provides "This section shall not include or relate to transactions on any exchange, board of trade or similar institution or place of business that may be permitted by the President."

Transactions on the Board of Trade

are wide open until the President prescribes specific "Board of Trade Regulations." No doubt the Wilson administration is getting plenty of gratuitous advice from enemies of the organized exchanges on how to regulate these bodies. Many socialists are willing to turn their attention away from winning the war long enough to advocate substitution of state socialism for individual effort.

The Government of Business and the Grain Trade.

Business sentiments, business methods and business sense now are pulsating through the cold bureaucratic veins of government, injecting new life and speeding up its machinery.

An imperative call for men capable of thinking clearly, of acting quickly and of conducting themselves without regard to the political effect of their actions caused the government to draft into its service scores of captains, colonels and generals of industry. Many of these men will go back to commercial life after the struggle is over, but they will have left the indelible impress of their personality on government methods.

Some of these men have snatched time to confess that the business of government looks different from the inside. The chasm that separated the government from the governed has been securely bridged. They believe the connecting structure should be made permanent.

Legal enactments and laws of trade are being set aside. That law of the land forbidding any action that would result in or tend to manipulate or determine prices has been ignored. It is not of great importance to determine how this was done. It is sufficient to know that manufacturers, handlers and dealers are encouraged to conspire, and in such enterprises they have the cordial aid of the government, to defeat the laws of the land and the laws of trade and to fix and maintain prices at a fictitious level.

During the continuance of the emergency which now confronts this country members of the grain trade will be required to observe fiat laws. In their favor it need only be said that they have been framed with as much regard for the welfare of the grain men as seemed compatible with the accomplishment of the purpose in view. About the only element of substantial consolation is derivable from the fact that men of probity who understand the grain business have been chosen to carry on this work.

All elements of our national life are being brought together, consolidated, fused and welded into one instrument of efficiency. Predicated on that accomplishment men of vision are seeking to determine the relationship and the degree of co-operation which in the future shall exist between members of the grain trade and other branches of industry and the government.

Return to conditions approaching the prewar status scarcely is conceivable. Existing minute supervision of the grain trade cannot be continued, of course, with satisfaction or profit to any interested factor. Some students of business economics hint at the possibility of the grain trade and other industries being encouraged to govern itself under constructive supervision by the state.

Present sacrifices and activities should bring a due and ample reward. Existing requirements for handling grain and for conducting a grain business are rigid. The present goal is to do away with use-

less and wasteful methods and to prevent unnecessary and unjustifiable duplication of facilities for handling grain.

Now, circumstances may combine to magnify the results of a crime, but if wasteful, extravagant and destructive business methods evolved in years of cut-throat competition are a menace to national safety in times of war, are they less criminal in times of peace? If the grain trade is compelled by law to cut them out in war times, why should it not be permitted and encouraged to rid commerce of such losses in peace times?

Think along these lines, you men of the grain trade, for the questions they embrace are fraught with tremendous consequences to the industry in which your money is invested.

Curtailling Speculation.

The recent request by the head of the meat division of the Food Administration that the Board of Trade curtail speculation leads one to believe that the whole food administration has become permeated with the Hoover fallacy that the middleman performs no useful function and should be kicked out.

It is a self-evident proposition that if the farmer is to sell his product when and how he pleases and the miller is to buy when and as he needs grain there must be intervention by a third party, call him middleman, broker, speculator, capitalist or what you will. No food administrator should be so dense as to fail to perceive that it is more economical to pass the warehouse certificate or time contracts from hand to hand than physically to move the actual grain from the warehouse of one operator to another. Pit trading in contracts has established itself as the very essence of economy, and as it is the large amount turned over that enables the pit trader to do business on such an infinitesimal margin of profit, the suggestion of the F. A. that speculation be curtailed is absolutely without merit. If the F. A. means that gambling in foodstuffs should be stopped all middlemen and speculators will agree. All the laws now on the statute books should be revived and enforced to put a stop to gambling, and the federal act against profiteering should be rigidly enforced on the Board of Trade as elsewhere.

A normal activity of trade in its usual channels is indispensable to the maximum production demanded in winning the war; and the legitimate speculation is the most stimulative of that production.

In the Pacific Northwest to-day the farmer is crying for some one to take the wheat off his hands. The millers refuse to buy more than current needs. The government buyers refuse to let the farmer move his grain to the terminals and will not go into the country to buy it of him. No one can go to the aid of the farmer because the Food Administration has completely eliminated the middleman from the wheat trade. If it were not for the fixed price the middleman would step in and take the farmers' wheat at a discount and sell it later to the miller at an advance. As it is general business in that quarter promises to stagnate.

This is not an argument for or against the policy of maintaining the price of food at a reasonable level. The middleman or speculator is equipped with capital, intelligence and knowledge of his trade, all of which the government should

conserve and turn to account by allowing a profit that will permit him to live.

Sooner or later sentiment will veer around in favor of the middleman, now under political attack, just as opinion is gaining that a commission should be allowed bond brokers on sales of Liberty bonds, that they may be able to aid the placing of future loans.

Fairer Leases Wanted for Elevator Sites.

The railroads are so persistent in their efforts to escape all liability for loss and damage to elevator property built on their right of way, that it would not be much of a surprise if they refused henceforth to lease sites on their right of way longer for any industry. Year by year they have advanced the rentals and increased the burdens thrown upon the lessee, until elevator managers everywhere are loath to build on a right of way. The National Industrial Traffic League has taken up the question with the Interstate Commerce Commission, in hope of securing an appointment at an early date for a hearing.

The Commission has promised to give ample notice to shippers for the preparation of their evidence, so that shippers who desire to continue operating their plants on railroad right of way should begin to collect data and arguments in support of more reasonable terms. Most of the leases now in force release the railroads from all responsibility and place the entire burden on the elevator owner. If the railroads cannot be induced to change the terms of their leases, elevator men will soon be compelled to move all country depots for handling bulk grain to their own ground.

Corn in Hog Values.

Hogs are not altogether a corn product but without corn there would be materially less hog. Food Administration officials are now wrestling with the problem of establishing a ratio of value between hog and corn. They are trying to determine how many bushels of corn are required to produce 100 lbs. of average hog.

To make it profitable to grow hogs it has been tentatively suggested that 14.3 bushels be considered the equivalent of 100 pounds of average hog, instead of 12 bushels as now is the custom.

With this ratio established a hundred-weight of hog would be worth as much as 14.3 bushels of corn and, with a view to stimulating production the price of pork on the hoof would be standardized. A bumper corn crop, or a partial failure of the crop, might upset calculations.

But if hog values are to be expressed in bushels of corn, why not call beef cattle so many tons of hay and silage, or sheep so many acres of pasture plus whatever else may be required to fatten them.

In this progressive fashion it would be very easy to establish relationship between food values of all kinds and ultimately between all values, but the trouble is that just when things were nicely adjusted along would come overabundance or shortage and cause the fabric of prices to resemble a wrecked Zeppelin.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Best Moisture Test Machine?

Grain Dealers Journal: Will the Journal please inform me which is the best moisture testing machine and where it can be obtained, for country elevator use?—Mansfield-Ford Grain Co., Lanesville, Ill.

Ans.: These machines are built to specifications of the U. S. Department of Agriculture and are much the same, being supplied by De Roo & Son and the Hess Warming & Ventilating Co., whose advertisements appear elsewhere in the Journal.

What Is a Chess Sieve?

Grain Dealers Journal: In reply to this question asked by "Minnesota Shipper" in the Journal Nov. 10, we would say:

Chess or cheat is most commonly separated by means of a screen having an oblong perforation $4\frac{1}{2}/64 \times \frac{1}{2}$. Sometimes smaller perforations are preferred. These are .064x $\frac{3}{8}$ ".

Screens with perforations of the shape and size above referred to will remove the great majority of chess or cheat and what remains ought to be sucked or blown out. In other words, the proper machine to do work of this character is a good elevator or receiving separator.—S. Howes Co., Silver Creek, N. Y.

Wants Corn on December Contract.

Grain Dealers Journal: If a man had ten December corn bot on the Board of Trade and the exchange made a ruling that no more corn was to be delivered on Dec. contracts, what would a man do? We have ten bot and want the corn.—W. H. Hilt, Bern, Kan.

Ans.: If cash corn holds strong the future will close at the \$1.28 limit and there will be defaults which the directors of the Board have power under the rules to order settled by the payment of a difference without delivery of the corn. No ruling has been made that no more corn was to be delivered. The order prescribes \$1.28 as the price limit; and those who have corn sold have the privilege of delivering it, which they will exercise if corn for December delivery closes below \$1.28 on the last day of the month.

Recovery of Loss on High-Priced Wheat?

Grain Dealers Journal: On account of the buyers being out of the market due to the government fixing the price of wheat I lost \$660 on three cars of wheat I had bot in the regular course of business at \$2 to \$2.40. I do not think I ought to lose this. Quite a few others are not satisfied.

In the Journal for Nov. 10, page 716, I note a reply to the Farmers Elevator Co. stating that the reimbursement clause in Sec. 12 of the Act applies only to grain requisitioned by the government; and that dealers can not recover from the government on grain sold in the open market; and in this connection ask whether it does not amount to requisitioning for the government to order me

to move out grain and sell it if I have had it in store more than 30 days, even if I do then sell to a miller, or to the Grain Corporation.—C. H. R.

Ans.: As yet there has been no decision of court on this point, but the court of claims no doubt will consider that the order of the Food Administration to move out and sell the grain was an exercise of dominion over the property that deprived the owner of his rights.

In time of war the government may take the property of citizens, the citizens retaining the right to a fair compensation, to be determined by due process of law. It has not been the practice of the United States government, for the benefit of the people, to confiscate the property of any individual without adequate compensation. If anything, the reverse has been true. When Uncle Sam buys a site for a post office or a navy yard he usually pays much more than it is worth. Compared with the billions of dollars advanced to foreign nations for war purposes the government easily could find a few hundred thousand dollars to reimburse grain dealers for the loss due to price fixing on their stock on hand or contracted.

Law on Filing True Name of Firm?

Grain Dealers Journal: How can I learn the names of the backers of a company engaged in questionable business practices, when they omit from their letterheads all names?—Indiana.

Ans.: The circuit court clerk in each county is required by Sec. 9711 of the Indiana statutes to keep an index of the names of all persons, firms or partnerships doing business under other than their real names. "That any person or persons conducting or transacting business in this state under any name, designation or title other than the real name or names of the person or persons conducting or transacting such business, whether individually or as a firm or partnership, shall file in the office of the clerk of the circuit court of the county in which the place or places of business or office or offices of any such person, firm or partnership, may be situated, a certificate stating the full name and residence of each person engaged in or transacting such business. The clerk shall keep a record of such certificate and an index of the names of such person, firms and partnerships, entering in such index in alphabetic order the name of every person and the title under which he does business, and of every firm or partnership and the names of the members thereof."

This section does not apply to a corporation doing business under its true corporate name.

How to Get Cars?

Grain Dealers Journal: I have several carloads of ear corn and a good deal of alfalfa hay which I wish to move quickly, loading on the Frisco at Marie, McBride and Menfro, Mo., 75 to 85 miles south of St. Louis.

I placed written orders Oct. 27 with the agents for 19 cars for immediate loading, and sent a duplicate to C. H. Claiborne, supt., Chaffee, Mo., but to date, Nov. 15, I have failed to receive a single car. I need cars at once and need 6 cars per week for hay in order to move my products without loss.

What is the best course to pursue, and can I collect damages?—A. J. Graff, Lithium, Mo.

Ans.: The shipper can recover damages if the carrier discriminated in supplying cars, even in war time. But if the carrier can show that its cars had been diverted by reason of the priority given war materials by the government no damages are recoverable. This is probably the case, as large quantities of hay are moving from Missouri points on orders of army quartermasters to the cantonments.

The correct procedure, after having exhausted all appeals to the railroad officials, is to write the Car Service Commission, Washington, D. C., stating the facts. The Commission can inform the shipper whether war demands are preventing the Frisco from furnishing cars. If they are not the shipper has a good claim for damages. The complaint may cause the Commission to release to the Frisco sufficient cars to take care of its business.

Wants Ideas on Concrete Construction.

Grain Dealers Journal: As this company is planning to build another elevator in the near future I wish to ask the readers of the Journal what kind of an elevator they would advise building. Can anyone cite me to a concrete elevator that did not prove satisfactory?

I would greatly appreciate it if managers in Nebraska who have had concrete elevators built would drop me a card, as I wish to visit several new elevators before making plans so as to get some new ideas. Should anyone as the result of experience have ideas as to things they would or would not do should they build again I would greatly appreciate their kindness in passing them to me.—W. B. McMullen, mgr. Farmers Grain Ass'n, Benedict, Neb.

Loading to Full Capacity.

Those who advocate the use of the full capacity of each freight car were undoubtedly pleased by the reports of large cars of oats published in "Letters" in the Journal for Oct. 25 and Nov. 10 and the information which follows will add still further to their feeling of satisfaction.

Union Pacific 160298 was loaded with oats at Cartersville, Ia., and when it reached elevator "E" at Milwaukee, Wis., consigned to L. Bartlett & Son Co., its contents were found to weigh 130,600 lbs., equal to 4,081 bus. 8 lbs.

In the case of a car of wheat which was loaded in southern Kansas, the marked capacity of the car was 100,000 lbs. and when it was unloaded at Kansas City Nov. 16 it was found to have contained 2,486 bus., the weight being 149,160 lbs.

BIG CAR WHEAT.

Grain Dealers Journal: Just to show what the shippers of the Northwest are doing to conserve cars, one of our shippers, Mr. H. A. Sharf of Summit, S. D., on Nov. 7th shipped car of wheat No. 6668 VL in which he loaded 125,140 pounds.

This car was unloaded by the Pillsbury Flour Mills Co. on Nov. 17th at its "A" Mill.

This, it seems to us, is almost a record breaker. Very truly, F. M. Davies Co., Minneapolis.

105,260 LBS.

Grain Dealers Journal: We notice in Oct. 25 number a report of a big car of Iowa oats being handled in the Kansas City market. We don't want Iowa to put anything over on Indiana and can report two cars of oats that were loaded at our place last August and consigned to Frank A. Witt at Indianapolis, Ind. One contained 99,700 lbs. or 3,115.20 bus. of No. 3 white oats and the other 105,260 lbs. or 3,289.12 bus. of standard white oats. How is that for high?—Shirley & Jones, Lebanon, Ind.

120,140 lbs.

H. McManus of Kinsman, Ill., recently crowded an 80 capacity car so full of oats that it was all swelled up, in fact when C. & N. W. 52912 arrived at the Santa Fe Elevator in Chicago it contained 3,754.12 bushels of oats. The Sawers Grain Company said it was the biggest load of oats they have ever handled.

Tariffs Must Be Approved Before Filing.

Pursuant to the authority conferred on it by the amendment to Sec. 15 of the act defining its powers, the Interstate Commerce Commission has issued a circular defining tariffs which may be filed without first having been approved by the Commission and also tariffs which must be approved before being filed.

Tariffs issued to make rates and regulations conform to orders of the Commission in the Fifteen Percent Case and in other cases, or where service is abolished by reason of discontinuance of a transportation line, siding, team track, etc., may be filed without first being approved.

In the instances here defined the tariff must be approved before it is tendered for filing:

When the elimination of a route designated in the tariffs will result in increased rates, fares or charges via that route.

When an increase in the minimum carload weight effects an increased charge on the shipment.

When a diminution in the amount of switching charges absorbed by the carrier results in increased charges to the shipper.

When the restriction or elimination of a transit service results in increased charges.

When a freight tariff specifies a date of expiration and the charges that will be applicable after that date are increased charges.

When changes in rules or regulations effect increased charges.

When increased charges result from changes in numbers assigned to stations or express offices, from additions of new stations or express offices on old lines, from changes in distances, from the withdrawal or cancellation of stations, landings or express offices, from correction of capacities or dimensions of cars.

WHEN in the course of trade events it becomes necessary for a grain dealer to seek relief from the trials and tribulations of a distracted business the easiest and most direct way is to send \$1.55 for a year's subscription to the Grain Dealers Journal.

Government Prevents Farmers Selling Their Wheat.

Farmers of the Pacific Northwest united in a protest to Max H. Houser, agent for the Food Administration at Portland, Ore., against the government rulings that have had the effect of placing an embargo on shipments of wheat to the Coast mills.

The farmers are carrying large quantities of wheat they are anxious to sell in order to liquidate their indebtedness; and general business is suffering because virtually no wheat is moving. The Coast mills are not buying more than their current needs, as the Food Control law forbids carrying more than 30 days' supply, and price control assures the same cost several months later. The farmers declare they are being made to bear the interest charge and storage on the wheat until the mills or the government takes it over.

R. Insinger, chairman of the agricultural com'ite of the Spokane Chamber of Commerce, is endeavoring to obtain governmental aid in taking the wheat off the farmers' hands.

Legality of Pro Rata Distribution of Profits.

The Supreme Court of Minnesota on Oct. 26 decided in favor of the Farmers Mercantile & Elevator Co., of Madison, Minn., in the suit brot by Charles Mooney, a stockholder not selling his products to the company, to compel the payment to him of a pro rata share of the earnings.

The company was organized in June, 1899, under General Statute 2903, no person being permitted to hold more than two shares. No profits were obtained prior to 1904, and thereafter \$5 to \$10 per share per year was distributed without discrimination, until Oct. 17, 1914, when the by-laws were amended by adding the following:

The net profits of the business of this corporation shall be applied among its shareholders at the end of each business year as follows: A dividend of not to exceed seven (7) per cent per annum shall be paid upon the outstanding stock on the date of such division. The remaining balance shall be divided among the shareholders of this corporation pro rata to the amount of business each has furnished to the company during the year, in the form of furnishing to it the product or products in which it is dealing.

After the adoption of this by-law the balance remaining after paying 7 per cent was paid over to such stockholders as had dealt with the company.

The court said: The matter of profit distribution is by the statute committed to the corporation without restriction or limitation. When plaintiff became the owner of his stock no by-laws upon the subject had been enacted, and the issuance of the stock to him was necessarily subject to an exercise of the statutory authority thus granted whenever in the judgment of the company it became necessary or proper. And tho the issuance of the stock vested in plaintiff the contract right to dividends whenever declared, the proportion and extent thereof was held in reserve by force of the statute conferring the right of regulation upon the company. In this situation no contract right of plaintiff has been in any way violated. And if it be conceded, in harmony with his contention, that the long-continued practice and custom of distributing the profits of the company in equal proportions to all stockholders became in legal effect a by-law, it is clear that the corporation could, without infringement of stockholders' rights, abandon the custom or modify it to any extent deemed fair and reasonable, precisely as a formally enacted by-law upon that or upon any other subject could be amended or wholly repealed.—164 N. W. Rep. 804.

FLOUR PRICES were fixed effective Sept. 17 by the British government at \$7.38 a barrel and a uniform price of 18c for a 4-lb. loaf of bread, 5c for a 1-lb. loaf.

Elevator Operators Confer with Hoover.

Grain elevator men representing New York, Chicago, Boston and other terminals held a conference at Washington Nov. 20, and named an executive com'ite to confer with Mr. Hoover, composed of Geo. E. Pierce of Buffalo, Harry Stratton and L. G. Vournique of Milwaukee, C. G. Watkins of Cleveland, E. P. Peck and E. S. Westbrook of Omaha, F. B. Wells and G. F. Ewe of Minneapolis, Marshall Hall of St. Louis, E. F. Rosenbaum of Chicago and J. J. Stream of Chicago. At the meeting with Mr. Hoover it was decided that the com'ite should be reduced to one man, and Mr. Stream was selected.

J. J. Stream to Represent Elevators.

John J. Stream of Chicago has been appointed by the Food Administration, coarse grains administrator, to have charge of the accumulation and distribution of coarse grains for the government and the allies. He will direct purchases and sales, look after shipments and exports and make apportionments. His duties have not been exactly defined; but besides supervising the actual movement of corn, oats and barley he will act in an advisory capacity.



J. J. Stream, Chicago, Ill.
Coarse Grain Administrator.

Mr. Stream was first urged by Mr. Hoover to take up this work a month ago; but declined, as he already had responsibilities it was his duty to discharge. When the elevator men's com'ite called on Mr. Hoover at Washington a few days ago and suggested that an executive com'ite of terminal elevator men be created to advise with him, Mr. Hoover objected to a com'ite, but stated that he would prefer one man, and named Mr. Stream, who then under pressure by the terminal elevator men and Mr. Hoover consented to serve. He will sever all connections with Shaffer & Stream and J. C. Shaffer & Co., and remove to New York City.

Mr. Stream has long been a member of the Chicago Board of Trade and is now its vice-president. He was the right hand man of Charles Counselman, operating several terminal elevators and a line of country houses, and continued with this enterprise after the death of Mr. Counselman.

Before adopting measures affecting the trade Mr. Stream expects to have the co-operation of the elevator operators, to the end that whatever regulations are promulgated will be mutually satisfactory and workable. He will be glad to hear from the trade at any time.

Save Us a Bite.

Great Food Administration,
To save our federation,
You were evolved.
To check up Grace and Molly,
To stop their wasteful folly,
To feed the world, by golly,
You are resolved.

Now, Food Administration,
In all our celebration,
We Hooverize,
All Tuesdays now are meatless,
Our Wednesdays all are wheatless,
Our coffee's taken sweetless,
To 'conomize.

Kind Food Administration,
Forgive this agitation,
We know you're right;
The hungry world you're feeding,
We'll not deny there's needing,
But listen to our pleading!
Save us a bite.

—O. G'wan.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Saved Elevator by Fighting Fire.

Grain Dealers Journal: We had a very close call last night and nearly lost our elevator, in fact it would have burned but for the good work of the men around town.

The section men, only two of them, were burning weeds along the right of way; a very foolish thing to do with an exceedingly high wind blowing. Some sparks must have gotten into an empty ice house and laid there and smoldered until 9:30 p. m. Then it started to burn. The ice house stood about 50 feet west of the elevator and the wind coming from the west blew a steady shower of sparks onto the elevator for nearly two hours.

The ice house was half underground and kept the sparks and burning embers from blowing so badly. It was built of old ties and as soon as we cud get near it we pushed the burning ties into the hole and shoveled dirt on top of the ruins.

—W. A. Clark, Mgr., Barber, Mont.

Running Down an Error.

Grain Dealers Journal: A common error of bookkeeping, against which grain dealers are no nearer immune than other persons, is that which grows out of the ease with which digits may be transposed in copying amounts from one book to another or in listing them in an adding machine.

Quite frequently the bookkeeper will write \$237 when the correct amount is \$327, or 672 bus. when it should be 627 bus. An error of transposition is one of the most annoying which can occur, and this is especially true if one does not know how to determine whether the failure to balance be due to a transposition or to some other mistake. Happily, this may be determined immediately, provided there be only a single error in the work; and the first step which should be taken when it becomes apparent that the correct balance has not been secured is to make the test for a transposition. If it be proven that the error is of this nature then the work of locating it is much simplified.

To make this test it is only necessary

to divide the amount which one is "out of balance" by 9; if the division gives an even result it is practically certain that a transposition has been made.

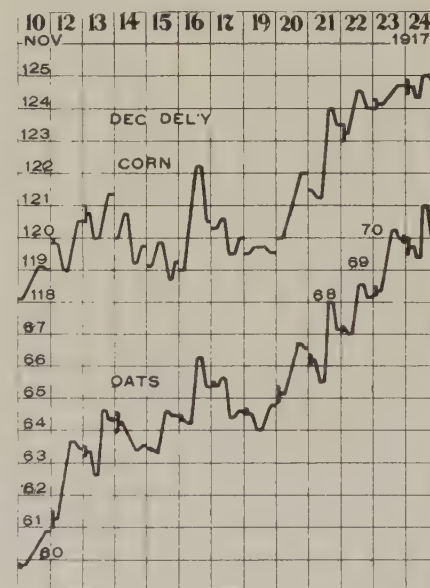
Referring to the illustrations which I have already given, it is found that the writing of \$237 instead of \$327 will cause an error of \$90. An 90 is evenly divisible by 9. Or, if 672 bus. is set up in the adding machine when 627 bus. is the correct amount, a difference of 45 bus. is caused, and this, also, is evenly divisible by 9.

It will be found that this rule holds good in every transposition of digits, and if the bookkeeper will but remember it and apply it as a measure of first aid when his books fail to balance, it will frequently lighten his work materially.—Auditor.

DULUTH, MINN.—The Minnesota State Grain Inspection Dep't has promulgated a rule barring the mixing of southwestern flaxseed with northern grown seed. Southwestern seed must be placed in separate bins in elvtrs. Any seed grown south of the Minnesota state line comes under the designation of southwestern flaxseed in the ruling.

Chicago Futures

Opening, high, low and close on corn and oats for the December delivery at Chicago for two weeks past are given on the chart herewith:



Futures Essential to Economic Marketing.

Chaotic uncertainty characterized cotton marketing in the South during the period when the cotton exchanges were closed. The coming together of all factors of supply and demand on the cotton exchanges and their free expression in contracts for future delivery had given cotton buyers in the country a reliable guide as to the price to be paid, a guide that was lost when the exchanges closed, with the consequence that prices varied as much as one-half to one cent per pound in towns adjacent.

The grower had no way to post himself as to changes in values, and had to accept whatever price was offered.

Closing the exchanges removed another very important factor, the innumerable buyers who purchased cotton and sold futures as hedges against these purchases. Inasmuch as the future markets were closed, this class of buyers perforce retired from business and the only purchaser the farmer had was the one who had immediate need of the cotton or who was induced to buy cotton because of the almost ridiculous price at which he could secure the staple. In other words, trade methods had retrograded and business was being done along the lines it was conducted during the time of our forefathers.

It is the honest belief and opinion of the most profound students as well as the best posted business men of the country that the closing of the Exchanges in the early days of the European war demonstrated the absolute necessity and importance of transactions for future delivery. With the constant changes in prices available, every moment of the day by reason of future contracts the farmer, the buyer, the factor, the banker and every one interested in the cotton business knows at a glance the price of the article and is thus able intelligently to base his transaction. Shut out this light and a state of darkness sets in, comparable to business methods of the mediaval ages.

The farmers of the South, who in former years had been to a certain extent opposed to trading for future delivery, quickly recognized the need of an unrestricted and open market, and in Convention assembled at different times adopted resolutions endorsing future trading and recognizing it as a necessary modern trade adjunct.—John R. Mauff, Acting President, Chicago Board of Trade.

CALIFORNIA, Arizona and Nevada comprise the new milling division No. 9. S. B. McNear, of San Francisco, is chairman. Heretofore the entire Pacific coast has been included in one division, of which T. B. Wilcox was chairman.

Daily Closing Prices.

The daily closing prices of oats and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER OATS.													
	Nov. 10.	Nov. 12.	Nov. 13.	Nov. 14.	Nov. 15.	Nov. 16.	Nov. 17.	Nov. 19.	Nov. 20.	Nov. 21.	Nov. 22.	Nov. 23.	Nov. 24.
Chicago	10.	12.	13.	14.	15.	16.	17.	19.	20.	21.	22.	23.	24.
Minneapolis ...	60%	63%	64%	63%	64%	65%	64%	64%	66%	67%	68%	69%	70
St. Louis	59%	61%	63%	62%	63	63%	63%	63%	65%	65%	66%	68%	69%
Omaha	61%	64	65%	65	66%	67%	66%	66%	68%	69%	69%	71%	71%
Milwaukee	59%	62	63	62%	63%	63%	63%	63%	66	67%	68	69%	70
Winnipeg	60%	63%	64%	63%	64%	65%	64%	64%	66%	67%	68%	70%	...
	68%	71%	72%	70%	71%	73	72%	72%	73%	72%	72%	74%	75%
DECEMBER CORN.													
	Nov. 10.	Nov. 12.	Nov. 13.	Nov. 14.	Nov. 15.	Nov. 16.	Nov. 17.	Nov. 19.	Nov. 20.	Nov. 21.	Nov. 22.	Nov. 23.	Nov. 24.
Chicago	119	120%	121%	119%	119%	120%	120	119%	122	123%	124	124%	124%
Kansas City	125%	125%	126%	125	125%	126	126	125%	126%	126%	126	126%	126%
St. Louis	123%	124	124	123%	124	124%	124%	124%	125	125%	126%	126%	126%
Omaha	116	116	116	115%	116	116	116	116	116	128	128

Figuring War Revenue Taxes.

It generally is held that the intention of Congress was to allow certain flat deductions in making up returns under the provisions of the War Excess Profits Tax. It now is ruled by tax experts that in the event such deductions exceed 15% of the invested capital the only deduction that can be made will be 15%. In such cases the specific deductions should be disregarded, no portion of the net income should be taxed at 20% and the remaining portions (after deducting the 15%) should be taxed at the successively higher rates the schedule provides.

IMPORTANT TO REMEMBER.

"Invested Capital" on a broad, common sense basis, means the value of your business. "Invested capital" and capital stock should not be confused. There is a relation between the two, but it is not an absolute one. "Invested capital" includes the money invested, the value of all real estate and physical property, the value of patents, trade marks, copyrights, good will, etc., but the total must represent the going or market value of the enterprise.

Interpretations: Please bear in mind that interpretations of the war revenue act are subject to reversal by the board which Secretary McAdoo now has at work. That board, as announced by Daniel C. Roper, commissioner of internal revenue, the statement being printed in Grain Dealers Journal, Nov. 10, page 715, will employ "that necessary element of practical business sense in administering the law," and if that policy is followed out in its entirety, many of the early interpretations of the law will be set aside. Current interpretations of the law results in imposition of taxes which it is claimed Congress had no intention to exact.

Remember opinions of the best tax experts in the country are not agreed on the application of the law. It would seem that the intention of the treasury department is "to collect from every citizen the full amount which Congress has determined to be his just contribution to the nation's need, with the least possible inconvenience to the citizen and the least possible disturbance to business and industry," and the carrying out of that policy means, probably, a number of radical changes in the law which *Grain Dealers Journal* will place before its readers as they are made.

War Excess Profits taxes must be figured before endeavoring to compute income taxes for a business or earnings from a business, regardless of ownership.

WAR EXCESS PROFITS TAX.

In the example here given it is assumed that a business in which \$20,000 is invested (the investment being the same during the prewar period 1911-1913) shows a profit of 70% for 1917. Earnings during the prewar period, 9%.

	Business owned by Individual or partnership (\$1- 800 and \$6,000)	Corporation or association (\$1- 800 and \$3,000)
Invested capital	\$20,000	\$20,000
Earnings, prewar period, 9%	1,800	1,800
Earnings, 1917, 70%	14,000	14,000
Int. on investment at prewar rate and allowance to indi- vidual or partnership (\$1- 800 and \$6,000)	7,800
Int. on investment at prewar rate and allowance to cor- poration or association (\$1- 800 and \$3,000)	4,800
*Taxable as excess war profits	\$ 6,200	\$ 9,200

*These allowances, it is ruled, exceeding earnings on invested capital at the rate of 15%, shall be disregarded. The proper de-

duction, therefore, is 15% of \$20,000, or \$3,000, on which there is no excess profits tax levied. This leaves, in either case, \$11,000 of profits subject to the schedule of the revenue act of Oct. 3, 1917. The tax schedule is applied in this way:

Invested capital.	Amount earnings.	Taxa- tion rate.	Amount tax.
15%-20%	\$ 1,000	25%	\$ 250.00
20%-25%	1,000	35%	350.00
25%-33%	1,600	45%	720.00
Over 33%	7,400	60%	4,440.00
Totals	\$11,000		\$5,760.00

In the event the deductions did not exceed earnings at the rate of 15% on the invested capital the remainder of 15% would have been taxable at the rate of 20%, as provided in the schedule. In this case the exemption was 20% of \$3,000, or \$600.

INDIVIDUAL INCOME TAX.

In a business enterprise, regardless of ownership, where earnings pay War Excess Profits taxes, the amount of such tax must be deducted from the net earnings before computing the income tax. If the business is owned in partnership the War Excess Profits taxes should be deducted before profits are divided. If this is not done, then the individual in making up his income tax report is entitled to a proportionate share of credit for the war excess profits taxes that are levied and collected.

The figures used in the foregoing example are employed in computing individual income taxes:

	Amount of tax.
Net income	\$14,000
Less war excess profits tax	5,760
Net income, subject to tax \$ 8,240	
*Exemption for head of fam- ily, act Sept. 8, 1916	4,000
Taxable at 2%	\$ 4,240
Net income less war excess profits tax	\$ 8,240
*Exemption, head of family, act Oct. 3, 1917	2,000
Normal war tax, 2%	\$ 6,240
Taxable income exceeds \$5,000 by \$1,240, on which 1% is assessed ..	12.40
Total income tax	\$221.00

CORPORATION INCOME TAX.

Corporations are allowed no exemptions except the War Excess Profits tax. For the corporation we would have \$8,240 left for taxation under the two income tax laws.

	Amount of tax.
Normal tax on \$8,240, at 2%	\$ 164.80
Corporate income war tax, at 4% ..	329.60
Total income tax	\$ 494.40
War excess profits tax	5,760.00
Total tax for corporation	\$6,254.40

Provision is made in the act of Oct. 3, 1917, for excluding from "net income" dividends or other earnings from other corporations or business organizations which are taxable on their net incomes in like manner as the concern making the report, such earnings already having been taxed under this law.

For convenience add the normal and the war income tax rates together, giving a rate of 6%, and multiply the taxable net by that figure.

*For single person, \$1,000 less.

SEVERAL HUNDRED THOUSAND TONS of shipping have been secured by the United States by negotiations with countries of northern Europe and Japan. They will go directly into trans-Atlantic service or will be used to release American ships for such service. The European countries will get food in exchange for its ships.

Coming Conventions.

Jan. 29-31—South Dakota Farmers Grain Dealers Ass'n, Watertown, S. D.
Jan. 22-24—Farmers Grain Dealers Ass'n of Iowa, Fort Dodge, Ia.
Feb. 19-21—Farmers Grain Dealers Ass'n of Minnesota, Minneapolis.
June 18, 20.—American Seed Trade Ass'n at Chicago.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

D. & S. L. 52124, eastbound, was set out at Burlington, Colo. Nov. 18, leaking wheat badly at draw bar, near one corner, and at end of door.—The Burlington Equity Exchange Co., John Meyers, mgr.

Penn. 21260 passed thru Myrtle, Ill., Nov. 9 leaking a small steady stream of oats at side door near door post. Agt. had message for conductor, but he did not stop as he said he had repaired car at South Dutton Lbr. Co.

N. Y. C. 100337 passed, eastbound, thru Hampton, Ia., Nov. 8 leaking oats badly at side of car.—J. A. Carden, C. G. W. Elvtr.

M. & P. 35753 passed thru Miller, Ia., Nov. 7 with door open, and leaking oats at the door.—A. H. Nonnweiler, agt. Hubbard Grain Co.

Penn 53240 passed thru Northrop, Minn., recently leaking oats at two places on side of car.—A. C. Becker.

"Looping the World in War Time."

Speaking to this subject J. Ralph Pickell, editor of Rosenbaum Review, thrilled a S. R. O. audience at Hotel LaSalle this afternoon. Mr. Pickell circled the world in making his economic investigations, leaving the United States last June and visiting Japan, China, Manchuria, Korea, Siberia, Russia, and practically all of the neutral neighbors of the belligerent countries.

His lecture at Hotel LaSalle was for the benefit of the Signal Corps fund of the Board of Trade of the City of Chicago. He claimed that Russia can yet be redeemed and said to "Feed Russia and she will fight;" and fight on the side of democracy. He believes in the ultimate salvation of the Russian republic.

Mr. Pickell has announced he can accept no additional lecture engagements for the remainder of the year except by special arrangement. He has found it impossible to fill all engagements in the limited time at his disposal.

Our Callers

Wm. F. Elliff, Mackinaw, Ill.
Oliver W. Randolph, Toledo, O.
H. D. Everingham, Ft. Madison, Ia.
Jas. E. Bartlett, pres. J. E. Bartlett Co., Jackson, Mich.
J. A. Waring, representing T. A. Grier & Co., Peoria, Ill.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Nov. 20.—The estimated yield of wheat in Manitoba, Saskatchewan and Alberta was 14.5 bus. per acre, producing 200,100,000 bus. on the 13,800,000 acres. Oats yield was 27 bus., on 7,470,000 acres, production being 201,690,000 bus. Barley yield, 20.2 bus. on 1,400,000 acres, giving a total of 28,280,000 bus.—The Northwest Grain Dealers Ass'n.

Ottawa, Ont.—The production of fall wheat in Ontario was 13,384,207 bus., or a yield of 22.8 bus. per acre on the 585,946 acres. Spring wheat acreage was 182,957, the yield 20.1 bus., and the production 3,679,516 bus. Barley acreage, 551,298, yield 33.4 bus., and the production 18,387,741 bus. Rye acreage, 133,077, yield, 16.7 bus., and the production was 2,222,325 bus. A total of 11,232,817 bus. of oats were produced on the 2,763,355 acres devoted to that crop, the yield being 40.3 bus. per acre.

Ottawa, Ont., Nov. 20.—The Census and Statistics Office in its recent report estimates the condition of fall wheat for all Canada on Oct. 31 as being 80% of the standard, compared with 76% last year. Fifty-three per cent of the land intended for next year's crops is estimated to have been plowed in Canada, the percentage proportions for the west being 40 for Manitoba, compared with 47% last year, 37% for Saskatchewan as against 28% last year, and 38% for Alberta, compared with 21% last year. The area sown to fall wheat is estimated to be 711,112 acres, or 4% less than the area sown in 1916 for the crop of 1917.

ILLINOIS.

McDowell, Ill., Nov. 9.—Some farmers are husking corn, but it is too soft to crib. We will have a great deal of damaged corn, but there will be considerable good corn if the farmers will be in no hurry to crib. Weather now fine for the crop.—Chas. Cotrell, mgr. McDowell Farmers Elvtr. Co.

INDIANA.

Ft. Wayne, Ind., Nov. 16.—Corn is running from 30% to 35% moisture and will not be safe to ship without drying for 30 days.—The McMillen Co.

Kentland, Ind., Nov. 24.—Do not think we will have over 40% of good corn when harvest is completed. Farmers are still out of the fields. Those who cribbed corn as in ordinary years have found that it is all spoiled.—Kentland Grain Co., by Frank B. Starz.

IOWA.

Altoona, Ia., Nov. 9.—Corn is in very bad condition, being wet and moldy. Some farmers are losing hogs because of feeding damaged corn.—O. H. Pearson.

Sidney, Ia., Nov. 23.—Have not handled any of the new corn, but expect to do so soon, as crop conditions are improving.—Sidney Elvtr. Co., R. P. Lindsay, mgr.

Ashton, Ia., Nov. 9.—Corn husking is in progress. Weather nice and warm. Corn is in poor condition, much of it being soft and immature.—R. C. Yappen, mgr. Farmers Elvtr. Co.

KANSAS.

Montezuma, Kan., Nov. 21.—About half of the wheat is up, but there is no moisture to keep it growing. Very little maize or kafir. What corn there is is soft.—M. J. Long.

Tampa, Kan., Nov. 10.—Corn in this locality will make about 70% of a normal crop, but was very late in maturing. Farmers have not begun to husk, except in a few fields. Wheat is needing rain.—E. D. Clark, mgr. Farmers Grain & Supply Co.

KENTUCKY.

Louisville, Ky.—Matt S. Cohen, commissioner of agriculture, reported recently that the wheat acreage is increased 163% over last year, but that late maturing corn and shortage of labor has held back planting of about 20% of the wheat in some parts of the state. Early sown wheat has not sprouted well, and condition is given as 86%. Barley condition is 83%, and that of rye 89%. It is estimated that the average yield of corn is 30 bus. per acre, compared with 28 bus. last year.

MINNESOTA.

Badger, Minn., Nov. 23.—Both rye and wheat were damaged by dry weather early in the season. Quality of this grain is good, however.—H. B. Lee.

Vernon Center, Minn., Nov. 9.—Wheat very good as to quality, but it is badly mixed with wild peas, which causes most of it to grade sample.—H. C. Kraus, mgr. Hubbard & Palmer Co.

MONTANA.

Lambert, Mont., Nov. 19.—We had only about 1/3 of a crop.—Grain Growers Co-operative Elvtr. Co.

Barber, Mont., Nov. 22.—Acreage of winter wheat greatly increased. Would estimate it at from 75% to 100% more than last year. Season has been ideal for putting in a full crop. Winter wheat is up in good shape and everything points to a bumper crop.—W. A. Clark.

NEBRASKA.

Broken Bow, Neb., Nov. 17.—Corn is very soft and farmers have stopped husking.—F. J. Bahr.

Giltner, Neb., Nov. 21.—Wheat looking fine after having a good rain. Corn is 35% soft and farmers who husked early are taking it out of the cribs. Others are sorting it while they husk it.—Farmers Elvtr. Co., P. J. Hohnstein, mgr.

NEW YORK.

Chatham Center, N. Y., Nov. 20.—The acreage sown to rye has been increased materially.—Chatham Mlg. Co.

OHIO.

Amanda, O., Nov. 13.—Corn is too soft to handle.—Huston & Swope, S. B. Swope.

Conover, O., Nov. 13.—Corn is in very bad condition.—Conover Grain Co., O. W. Baker.

Antwerp, O., Nov. 13.—Corn crop is very light, and the quality is low.—R. H. Teegardin.

Ottawa, O., Nov. 13.—Not over 50% of the corn is in good condition.—F. H. Maurer.

Conover, O., Nov. 13.—Acreage planted to winter wheat is greater than usual.—Jo Wolcott.

Duval, O., Nov. 13.—Corn is not badly frosted, but it is full of sap.—Teegardin Grain Co., O. E. Teegardin.

Houston, O., Nov. 13.—This is the poorest corn we ever raised, and the crop is not more than 1/2 of an average. Winter wheat acreage has been increased.—S. H. Colby.

Special Government Report on Corn.

A special report on corn by the Bureau of Crop Estimates made public recently indicates that the estimate of 3,191,083,000 bus. for the crop of the United States, which was shown by the November report, does not include that portion of the crop that was badly damaged by frosts in September and by frosts and freezes in October. Only 71% of the corn was fully matured this season, compared with 72% in 1915 and 95% in normal years. In the leading states 57% was matured, against 58% in 1915 and 92% as the normal.

Twenty-seven per cent of the corn was in the dough in the leading states, and for the country at large 4% was in this stage. There was 16% in the milk, or earlier stage, in the leading states, compared with 17% in 1915 and a normal of 2%. Corn ready to husk on Oct. 25 is estimated at 58% in the

leading states and 72% for the country at large.

The total loss from frost was 20%, or the same as 1915. The normal percentage of loss in the leading states is 5%, and for the entire country it is 3%.

Public Hearings on Grain Standards.

Do existing standards for corn and wheat meet the requirements of the grain trade?

That is the digest of the question asked in "Service and Regulatory Announcements—No. 29," issued by the Bureau of Markets, Dept. of Agriculture.

Standards for shelled corn under the United States Grain Standards act have been in effect since Dec. 1, 1916; for hard red winter wheat, soft red winter wheat, common white wheat and white club wheat since July 1, 1917, and for all other wheat since Aug. 1, 1917, long enough, it is believed, to afford a substantial basis for consideration of modifications or amendments that may be practicable and desirable.

The department is asking for constructive criticism from those interested in standards and in the rules and regulations now in force.

Public hearings will be given at important centers thruout the country by Charles J. Brand, or his representatives, at the places and on the dates here mentioned:

- New York City, 942 Woolworth Bldg., Nov. 26.
- Buffalo, Statler Hotel, Nov. 27.
- Toledo, Ohio, Hotel Boody, Dec. 3.
- Chicago, Morrison Hotel, Room A, Dec. 4.
- Omaha, Hotel Fontenelle, Dec. 5.
- Minneapolis, Old Postoffice Bldg., Dec. 6.
- Fargo, N. D., Dec. 8.
- Spokane, Chamber Commerce, Dec. 10.
- Seattle, Chamber Commerce, Dec. 11.
- Portland, Multnomah Hotel, Dec. 12.
- *Salt Lake City, Hotel Utah, Dec. 14.
- San Francisco, Chamber Commerce, Dec. 15.
- *Hutchinson, Kan., Commercial Club, Dec. 17.
- Fort Worth, Tex., Hotel Westbrook, Dec. 19.
- *St. Louis, Planters Hotel, Dec. 20.
- Nashville, Tenn., Commercial Club, Dec. 22.
- Washington, D. C., New Nat'l Museum, Dec. 27.

*Hearings start at 1 p. m.; all others at 9:30 a. m.

All producers of grain, millers, merchants, inspectors, warehousemen, carriers and others interested are invited to attend the meetings. It is urged that all recommendations be made in a definite form, whether offered at the hearings or by mail, and refer to class, subclass, grade, regulation, section or otherwise, as the case may be. General statements, it is held, will not aid the Bureau of Markets to arrive at conclusions or make specific modifications.

Under the provisions of the act 90 days' notice must be given of any change in standards, but rules and regulations are subject to change without advance public notice.

QUESTIONNAIRE.

No restrictions are placed on the scope of constructive suggestions that may be made, but emphasis is placed on the following points respecting which, and in the absence of other important matters developing, information will be sought:

Corn Standards.

1. Shall heat-damaged kernels be permitted in Grade No. 3, and if so, what percentage?
2. Shall a test weight per bushel for Grades Nos. 3, 4 and 5 be established, and if so, what shall be the minimum test weight?

Wheat Standards.

Classes: Shall the class designation "Common and Red Durum" be changed, and if so, what should be substituted therefor?

Subclasses: Shall the subclass "Red Spring Humpback" in Class 1, and "Red Durum" in Class 2, be eliminated?

Wheat: The official standards specify that "any grain which, when free from dockage, contains more than six per centum of grain of a kind or kinds other than wheat shall not be classified as wheat." Shall this definition for wheat be changed, and if so, what definition is suggested?

Mixed wheat: Shall the grades for mixed wheat be changed, and if so, what changes are suggested?

Smooty Wheat: Shall the definitions and grades for smooty wheat be changed, and if so, what changes are suggested?

Treated Wheat: (1) Shall the specifications for treated wheat be changed, and if so, what changes are suggested?

(2) How much treated wheat should be present before the lot or parcel shall be designated as treated wheat?

Factors in Grades: 1. Shall the minimum test weight per bushel, maximum moisture content, total wheat of other classes, and special limitations for wheat of other classes, be changed, and if so, what changes are suggested?

2. Shall maximum limitations for total damaged, heat damaged, total inseparable foreign material, and special limitations for inseparable foreign material be changed, and if so, what changes are suggested?

3. If all the garlic and wild onion bulbs are removed in the dockage and none remain in the dockage-free wheat and no odor is present, shall the garlic and wild onion be considered in the grading of the wheat?

4. Shall dockage and smut dockage be expressed in terms of whole per centum instead of half per centum?

Rules and Regulations.

1. Shall licensed inspectors be prohibited from certifying to the grade of any lot or parcel of grain unless the samples are drawn by themselves or by samplers who are approved for the purpose by the Secretary of Agriculture, and who are not interested, financially or otherwise, directly or indirectly, in any grain elevator or warehouse, or in the merchandising of grain, nor are in the employment of any person owning or operating any grain elevator or warehouse?

2. Shall a licensed inspector, in his discretion, be permitted to issue an "Out" inspection certificate based on a sample of grain drawn for the purpose of an "In" inspection when the identity of the grain represented by the sample is preserved; and if so, what time limit following the first inspection should be imposed upon the issuance of the "Out" certificate?

3. Shall licensed inspectors be required in all cases to state on the certificate the reasons for grading grain No. 3, No. 4, No. 5, No. 6 or Sample Grade?

4. Shall the fees for appeals and disputes be lowered?

5. What regulations, if any, shall be made covering the issuance of "split" certificates?

HOLLAND has asked Argentina for permission to ship 500,000 tons and Spain 300,000 tons of wheat from the new crop. Exportation of grain has been authorized with the restriction that home requirements must first be met.

Changes in the Federal Grades.

Preparatory to suggesting changes to be made in the grade standards to be presented at the Dec. 4 hearing by the Department of Agriculture at Chicago, Ill., the grain committee of the Chicago Board of Trade Nov. 22 held a meeting attended by the largest buyers and the well informed of the local elevator men and receivers, as well as millers.

No changes were desired in the grades of Nos. 1, 2, 3 and 6 corn, and while an increase in heat damaged corn from ½ to 1 per cent in No. 4 and from 1 to 2 per cent in No. 5, might not be inadvisable, it was thought best by those present to make no changes whatever in the corn grades and a resolution was adopted unanimously indorsing the work of the Office of Grain Standardization on the corn grades.

Millers, elevator men and receivers united in condemning the classification of No. 1 northern, smooty; No. 2 northern, smooty, as being an error in classification. Smut, it was agreed was such a serious defect that its presence should debar a grain from classification as No. 1, or 2.

A wheat kernel may be ever so sound in its interior, still no process is known to the miller that will keep smut from giving flour a blue to black color, and even if the smut balls are not present in the sample the characteristic odor will prevail.

An elevator operator present said his firm quit buying smooty wheat 5 to 7 years ago, because they could not tell what it was worth.

The receivers said the designation No. 1 northern, smooty, made it difficult to explain to the shipper why his No. 1 northern wheat sold so low. The consensus of opinion was that smooty wheat should never be graded over No. 3.

The inspection department's fixing of dockage at ½ per cent was considered theoretical, as the machines in the elevators cleaning such a sample would take out more than ½ per cent. When the chess is taken out in the elevator the light wheat goes with it and the elevator operator can not come out even on dockage. This loss on dockage amounted to as much as \$61.87 on a single car at one Chicago elevator; that is the elevator man paid \$61.87 for the privilege of unloading and reloading the car of wheat. After prolonged discussion of the dockage difficulty its solution was left to an adjourned meeting of Nov. 28.

GERMANY has offered to supply Norway with grain, oil and coal, according to a Reuter dispatch from Christiania.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Vancouver, B. C.—A British steamer sailed some time ago from this port with a cargo of Canadian wheat destined for Great Britain via the Panama Canal. This shipment is the first to be made over this route.

Winnipeg, Man., Nov. 20.—It is estimated that on November 14 there were 25,450,000 bus. of wheat in store at country points in Manitoba, Saskatchewan and Alberta, and that 58,864,000 bus. remained in the farmers' hands.—The Northwest Grain Dealers Ass'n.

ILLINOIS.

McDowell, Ill., Nov. 9.—No cars to move anything.—Chas. Cotrell, mgr. McDowell Farmers Elvtr.

Chicago, Ill., Nov. 16.—For the first time on record new corn is being shipped from New Orleans to Chicago, the Rogers Grain Co. having bot 2 cars of No. 2 yellow there.

Chicago, Ill., Nov. 21.—This market has received, during the past two days, new corn from Louisiana, Kentucky, Tennessee and South Dakota. It is the first time in the history of the trade that receipts have covered the extremes of the corn belt.

KANSAS.

Montezuma, Kan., Nov. 21.—We will have to ship in oats and corn for feed.—M. J. Long.

Tampa, Kan., Nov. 10.—Eighty per cent of the wheat has been marketed, and 20% of the oats are out of farmers hands.—E. D. Clark, mgr. Farmers Grain & Supply Co.

LOUISIANA.

New Orleans, La.—A novel situation has developed here recently, with New Orleans offering corn to Chicago, a sale of 2 cars of No. 2 yellow being made for immediate shipment.

MINNESOTA.

Badger, Minn., Nov. 23.—About 60% of the rye and 45% of the wheat has been marketed.—H. B. Lee.

MONTANA.

Lambert, Mont., Nov. 19.—Practically all of the grain has been marketed.—Grain Growers Co-operative Elvtr. Co.

NEW YORK.

Buffalo, N. Y., Nov. 14.—The movement of grain down the lakes is said by elevator and vesselmen to be lighter than in any previous season. The small stocks at the head of the lakes give rise to the belief that there will be little movement until the storage trip. This should be large if the farmers can be prevailed upon to send the grain to the elvtrs. at the head of the lakes in time for loading this year.

OHIO.

Ottawa, O., Nov. 13.—No new corn has moved at this time.—P. H. Maurer.

WISCONSIN.

Milwaukee, Wis., Nov. 2.—A car of rye was received today by the Mohr-Holstein Com. Co. from Holyoke, Colo. It graded No. 2 and sold at \$1.76.

"Who's Your SWEETHEART?" is booked as the first calendar arrived of the season. It is put out by H. G. Pollock, Middlepoint, Ohio. It shows the edge of a field of shocked wheat and the lady in the picture would shock any one into a desire for her, for all of her eight sunfilled years.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	359,355,000	51,662,000	36,620,879	119,166,000	113,876,000
	1917.	1916.	1917.	1916.	1917.	1916.
July 7.....	4,399,000	7,071,000	420,000	545,000	4,791,000	2,570,000
July 14.....	8,107,000	7,963,000	927,000	1,375,000	2,351,000	4,299,000
July 21.....	4,964,000	8,327,000	356,000	1,749,000	3,800,000	3,411,000
July 28.....	2,424,000	6,891,000	1,302,000	1,027,000	3,296,000	3,065,000
Aug. 4.....	4,757,000	7,032,000	333,000	1,353,000	3,684,000	3,381,000
Aug. 11.....	4,670,000	5,782,000	994,000	1,738,000	3,442,000	4,403,000
Aug. 18.....	4,224,000	5,813,000	572,000	1,428,000	1,914,000	4,180,000
Aug. 25.....	2,280,000	7,316,000	53,000	1,279,000	2,741,000	3,447,000
Sept. 1.....	2,799,000	7,679,000	529,000	1,622,000	3,722,000	2,357,000
Sept. 8.....	3,338,000	6,641,000	287,000	1,428,000	1,361,000	1,640,000
Sept. 15.....	3,903,000	7,235,000	1,066,000	863,000	4,890,000	2,744,000
Sept. 22.....	1,557,000	5,402,000	132,000	635,000	3,512,000	1,943,000
Sept. 29.....	2,340,000	7,760,000	172,000	606,000	2,682,000	917,000
Oct. 6.....	2,379,000	6,894,000	542,000	1,055,000	4,801,000	1,642,000
Oct. 13.....	4,293,000	6,314,000	247,000	1,226,000	6,398,000	2,025,000
Oct. 20.....	2,249,000	4,329,000	87,000	276,000	3,500,000	2,897,000
Oct. 27.....	2,533,000	4,478,000	27,000	917,000	2,497,000	1,782,000
Nov. 3.....	1,572,000	5,235,000	270,000	535,000	2,476,000	893,000
Nov. 10.....	2,982,000	4,481,000	628,000	991,000	2,560,000	1,241,000
Nov. 17.....	2,655,000	4,575,000	334,000	462,000	1,915,000	1,987,000
Total	68,425,000	127,218,000	10,358,000	21,110,000	66,333,000	50,824,000

Terminal Market Corn Drying Facilities

Wet corn is a hot proposition. Like a hot potato it must be handled quick or someone will get burned.

Country shippers should keep in touch with the daily movement and do their bit to prevent any market being overloaded. Overloading means for a market to receive more of the soft corn than can be passed through the driers or used immediately by the industries.

New crop corn is being rushed to market and most of it is classified as "Sample Grade." Soft corn cannot be said to have a market value, prices ranging from 35 cents, or even less, to \$1.60 and higher. The condition of the corn and the nature of the demand at the moment are the arbiters of value.

Moisture content of new crop corn ranges from 25% to 51%. Corn containing less than 30% moisture is being handled in a very satisfactory way, but where the moisture content exceeds 30% the cash returns usually are below expectations.

CORN IS WET.

Saint Paul, Minn., Nov. 19.—Several of our elevators make a practice of drying corn. I am listing them with their capacities for your information:

Soo Elevator, 7% extraction, 1,500 bus. per hour; Cargill Elevator Co. "T", 7% extraction, 300 bus. per hour; Twin City Trading Co., 7% extraction, 750 bus. per hour; Union Terminal Elevator, 7% extraction, 8,000 bus. in twenty-four hours; Gee Elevator, 7% extraction, 4,000 bus. in twenty-four hours; Victoria Elevator, 7% extraction, capacity unknown

Charges for drying are 5c a bu. for 7% extraction or under. For extraction above 7% the rate is somewhat higher.

All new corn received this year is of very poor quality and so wet that practically all of it is put into the Sample Grade.—G. H. Tunell, Chief Inspector, Minnesota Grain Inspection Department.

CHICAGO'S DRYING FACILITIES.

Chicago has facilities for drying daily about 300,000 bus. of corn averaging below 20% moisture. Because of the condition of arrivals and the difficulty in securing labor and coal necessary to maintain three 8-hour shifts, the drying capacity is reduced about one-half.

Local industries use about 50,000 bus. a day. This gives Chicago facilities for taking in and handling without loss about 200,000 bus. or 135 car loads. Arrivals of new corn in excess of that volume will break the market. Predictions are being made that the price of December corn will go below the May option.

Chicago elevators are drying corn for their own account almost entirely and are using their facilities to the limit of their capacity.

Shippers should bear in mind that corn testing under 30% is bringing a fair price while that containing more than 30% is being sacrificed now and the sacrifice will become more nearly absolute when receipts increase, if they do increase.

For the information of readers of *Grain Dealers Journal* reports on the dryer capacity of the principal markets and other information pertaining to the corn situation is here given:

WORKING TO CAPACITY.

Louisville, Ky., Nov. 19.—All our elevators equipped with driers are working them right up to capacity in an effort to take care of the damaged corn. So far as I know a schedule of charges for drying has not been established.—Lee D. Irving, Chief Grain Inspector, Louisville Board of Trade.

MILWAUKEE CAN DRY 164,500 BUS.

Milwaukee, Wis., Nov. 19.—The capacity of the drying equipment installed in Milwaukee elevators is 164,500 bus. in 24 hours. The following elevators are equipped to condition corn: Taylor & Bournique, Donahue-Stratton, Updike Grain Co., Rialto Elevator Co., P. C. Kamm Co., Lyman-Joseph Co., Smith-Parry Co., J. M. Riebs, Jr. There are no fixed schedule of charges for drying corn here.

Two-thirds of the corn inspected on the last week ran over 20% moisture, the maximum being 27% and the minimum 15.8%.—A. A. Breed, Chief Grain Inspector, Chamber of Commerce.

NEW ORLEANS DRYING CAPACITY.

New Orleans, La., Nov. 20.—The following elevators are equipped with driers: Westwego Elevators, owned and operated by the Trans-Mississippi Terminal Co.

Elevator A, storage capacity 350,000 bus. Equipped with one Hess Dryer of 1,200 bus. capacity per hour.

Elevator B, storage capacity 1,000,000 bus. No dryer, but is connected with Elevator A by cross conveyors.

Public Grain Elevator, concrete construction, owned and operated by the Board of Commissioners of the Port of New Orleans. Capacity 1,022,000 bus., equipped with Morris Dryer, with capacity of 2,000 bus. per hour. (Annex to this plant will be completed Dec. 15th, additional capacity of 1,600,000, making a total storage capacity of 2,622,000.)

Stuyvesant Docks Elevator, owned and operated by the Central Elevator and Warehouse Co.

Elevator D, storage capacity 1,000,000 bus., equipped with Hess Dryer, 2,000 per hour capacity.

Elevator E, storage capacity 1,500,000 bus., equipped with Hess Dryer of 1,200 bus. per hour capacity.

Chalmette Elevator, owned by Southern Railway Co., operated by the Chalmette Export Co. Storage capacity 500,000 bus., equipped with one Hess dryer of 1,000 bus. capacity per hour.

The above are all export elevators, in addition to which we have elevators located in the interior of the city as follows:

Poydras Elevator C, owned and operated by Central Elevator and Warehouse Co. Storage capacity 350,000 bus. An old fashioned dryer, with a capacity of 750 bus. per hour.

New Basin Elevator, concrete construction, owned and operated by J. T. Gibbons. Storage capacity 500,000 bus., equipped with Morris Dryer, capacity approximately 500 bus. per hour.—Yours truly, Geo. S. Colby, Chief Grain Inspector and Weighmaster.

CORN WITH 51% MOISTURE.

Cincinnati, O., Nov. 21.—Only two of our elevators are in shape to dry corn other than for their own account. One of these, the Stafford Elevator, has a capacity of 5,000 to 6,000 bus., depending on the condition of the grain to be dried. The Cleveland Grain Co., or Big Four Elevator, has a daily capacity of 15,000 to 20,000 bus.

The Early & Daniel Co. has a small plant as also have Perin Bros., but they confine themselves entirely to their own business. Charges for drying vary upward from 5 cents.

A large proportion of the new corn arriving in our market is in very bad condition. We have corn containing as high as 51% moisture and on down. More or less of it is coming in in a heated or sour condition.—George F. Munson, Chief Grain Inspector, Cincinnati Chamber of Commerce.

QUALITY NOT IMPROVED.

Peoria, Ill., Nov. 21.—We now have a drying capacity of 5,000 bus. a day but expect to have in operation by Dec. 1 two new driers having a capacity of 15,000 bus. each, giving us a total capacity of 35,000 bus. We have no schedule of charges for drying corn.

Corn receipts have been running light during the last week. From Nov. 12 to Nov. 17 receipts were 352 cars, 338 cars grading Sample Grade, moisture content ranging from 23.7% to 44.7%, of which 2.7% were hot or heating. The average moisture content day by day follows: Nov. 12, 28.8%; Nov. 13, 29.8%; Nov. 14, 30.2%; Nov. 15, 30.6%; Nov. 16, 30.3%; Nov. 17, 28.2%. This record does not disclose any material improvement for the week.

Receipts for the last two days show some improvement over last week, owing, I presume, to the present dry spell.—F. B. Tompkins, Chief Inspector, Peoria Board of Trade.

PHILADELPHIA DRIER CAPACITY.

Philadelphia, Nov. 24.—We have at Girard Point the Morris drier with an estimated capacity of 3,000 bus. per hour. So far it has proven very satisfactory, but owing to the lack of steam heat, we have never been able to reach this capacity. The Pennsylvania Railroad is installing a new set of boilers which, in a very short time, will correct this deficiency. The drier at Port Richmond is a Hess Drier with a proposed capacity of 1,500 bus. per hour. This has also completed very satisfactory work.

At Girard Point the Morris Drier is operated by the Pennsylvania Railroad. At Port Richmond the Hess Drier is operated by the Philadelphia and Reading Railroad. Were these driers operated 24 hours per day they should dry at least 50,000 bushels of grain, of different moisture contents, per day.

Charges for drying corn are the same at both plants; the tariff shows charges on Nos. 1 and 2 corn $\frac{3}{4}$ c a bu.; Nos. 3 and 4 corn, 1c; Nos. 5 and 6 corn, $1\frac{1}{2}$ c; sample corn, 2c.

The Philadelphia & Reading charges went into effect July 10, 1917, and the Pennsylvania Railroad charges went into effect Nov. 1, 1917. No individual firms are allowed to do any of the drying, it is all done by order of the Food Administration Grain Corporation. I understand that the Keystone Elevator connected with the Pennsylvania Railroad is installing a new drier.

In regard to the receipts of new shelled

corn, our first arrival was received this A. M., a small lot from Delaware. It graded No. 5 corn on account of 20% moisture.—John O. Foering, Chief Grain Inspector, The Commercial Exchange.

BUFFALO CAPACITY, 200,000 BUS.

Buffalo, N. Y., Nov. 19.—The maximum drying capacity of the elevators here is 200,000 bus. daily, when handling corn of average quality. The elevators do not publish a tariff of rates for drying corn.

The following elevators are equipped with grain driers: Central Elevator, Iron Elevator, Superior Elevator, Checker-board Elevator, Lake Shore Transfer "B", Erie Transfer, Eldad Elevator. Some of the local malting plants also are prepared to dry corn.

Record of corn grading since Nov. 13 gives an idea of the condition of corn arriving in this market: Sample yellow corn KD, moisture 16.6%; sample yellow corn, KD, moisture 18.3%; sample yellow corn, KD, moisture 30.2%; sample yellow corn, KD, moisture 34.1%; No. 6 yellow corn, KD, moisture 18.7%; No. 6 yellow corn, KD, moisture 16.6%.—Fred E. Pond, Secretary Corn Exchange.

NO DRYING AT CAIRO.

Cairo, Ill., Nov. 19.—Elevators now in operation here have no driers. The only drier in Cairo is in the Illinois Central Elevator and that elevator is closed.

Corn receipts have been very light and have not included shelled corn, and all the corn we have handled has been shelled here. Last week we handled 35 cars, one grading No. 2; two grading No. 3; eighteen grading No. 4; twelve grading No. 5 and one car grading No. 6.

On account of the poor condition of the corn in this vicinity most of the dealers have not handled and do not expect to handle any corn of this crop. Personally, I do not think a drier would be of much benefit to some of this corn.

I trust you can prevail on the sugar refineries and distilleries to start working twenty-four hours a day as the sooner this corn is manufactured the more we will be doing to carry out Mr. Hoover's idea of food conservation.—W. S. Powell, Chief Inspector and Weighmaster, The Board of Trade.

GALVESTON HAS TWO DRIERS.

Galveston, Tex., Nov. 22.—We have here three storage elevators of large capacity, two of which have commercial driers. Elevator "B" has a Hess Drier with a capacity for drying safely 10,000 bus. per day. This elevator is operated by the Galveston Wharf Co. The "Sunset Elevator," which is operated by the J. Rosenbaum Grain Co., has an Ellis Drier, with a capacity equal to that of Elevator "B." Both elevators charge 1c per bushel for drying corn containing up to and including 20% moisture, and 1½c per bushel for corn containing between 20% and 25% moisture. Elevator "A," which has no drier, has a storage capacity of 1,500,000 bus.

Of late we have been receiving but little corn, which, with the exception of four cars which graded sample, all graded No. 2 and No. 3, white or mixed. The cause for the four cars grading sample was not moisture, but instead, from heat on account of weevil. We are in the position to handle any amount of grain.—H. A. Wickstrom, Chief Inspector Board of Trade.

DRYING CORN IN THE FIELD.

Omaha, Neb., Nov. 19.—We have driers in the following elevators: Omaha Elevator, Trans-Mississippi Grain Co., Omaha Alfalfa Milling Co., M. C. Peters Co., Nye-Schneider-Fowler Co., Holmquist Elevator Co.

Charges for drying grain depend somewhat on the kind of corn, as I understand the matter. Drying capacity of the elevators depends on what they are drying.

To give you a broad statement of our receipts of corn, our moisture content has been running from .19% to 34.5% and we have had possibly 100 cars of new corn altogether. I look to see the corn improve as the weather gets colder and believe there has been enough advance information given out as to the kind of corn in the fields to justify the farmers in looking well into their corn before picking it. It is my opinion that a large part of it will be left now until it dries out somewhat.—Geo. B. Powell, Chief Inspector and Weighmaster, Omaha Grain Exchange.

DRYING CORN AT BALTIMORE.

Baltimore, Md., Nov. 20.—The total corn drying capacity of the elevators here is 165,000 bus. daily. The Baltimore & Ohio Railroad operates two elevators, known as "A" and "B" with a drying capacity of 40,000 bus. each. The Port Covington elevator, owned by the Western Maryland, can dry 85,000 bus. of corn daily. Major portion of the corn arriving is graded "Sample Grade," on account of the unusually large percentage of moisture. Charges for drying are given and apply irrespective to white, yellow or mixed corn of the grades named:

	Per Bu.
Nos. 1, 2 and 3 corn.....	½ ct.
Nos. 4 and 5.....	¾ ct.
No. 6.....	1-00 ct.
Sample grade, dried for higher grade	1½ ct.
Sample grade, dried for sample grade	2½ cts.

All loss of weight must be borne by the owner and all charges are assessed on the weight of the grain after being dried.—Samuel D. Thomas, Chief Inspector, Baltimore Chamber of Commerce.

DRYING CARGO GRAIN AT NEW YORK.

New York has 9,000,000 bus. of grain in the holds of neutral shipping lying in the harbor. The boats have been held up for several months pending determination of final destination of their cargoes, and the grain is now being removed from the boats and dried.

The Erie Elevator already has handled over 1,000,000 bus. of this grain and is so busy with this work that it has refused to handle salvaged grains.

Corn reaching New York over the Erie Railroad is being taken care of and a like condition holds good with the West Shore and the Lehigh elevators.

Total drying capacity of the New York elevators is about 150,000 bus. on a basis of 5 to 7 per cent extraction. Taking out a greater quantity of moisture requires more time and reduces the capacity of the driers.

Charges for drying grain arriving over the Erie are: Grades of 5 and 6, Sample Grade and heated grain, 3 cents a bu.; higher grades, 2 cents; salvaged grains take specific rates governed by the condition of the grain. In drying grain from boats there is a charge for receiving and weighing, for boat trimming. For drying

damp, musty grain and the grades of 5 and 6 the charge is 5 cents a bu.

The charges made by the other railroad elevators are about the same as those made by the Erie.

Receipts of new corn at New York have been moderate.

Salting Soft Corn.

The practice of preserving soft corn by salting at the time of cribbing has been investigated by a representative of J. E. Bennett & Co., who reports that in Whiteside County, Illinois, 2 to 2½ barrels of salt are used to each 1,000 bus. of corn, the salt being sprinkled on the grain when it goes into the crib.

Heating is absolutely prevented by this treatment, it is claimed, the corn remaining wet and sweet during the winter and drying out with the coming of warm weather. Corn treated two years ago is coming out free from mold and rot, as dry as a bone and as bright as when it was cribbed. The weight is said to be lighter on account of the moisture drawn out of the corn by the salt.

THE BRITISH GOVERNMENT is said to be buying machinery in plants in the U. S. that can be used in the manufacture of corn foods.

IF A NATION PRODUCES 50,000,000 units of a thing regularly for ten years at the end of that period its supply should be 500,000,000. Each year 50,000,000 or more horse power of water power energy goes to waste and the nation is poorer by the value thereof which has not been added to its wealth.

Liverpool Cotton Exchange Reopened.

Speculative trading in cotton futures was resumed on the Liverpool Cotton Exchange Oct. 1. The exchange closed June 20, at which time speculative trading was prohibited. When the closing order went into effect a squeeze was threatened and soaring prices were attributed to speculative trading on the exchange.

Regulations were prescribed and enforced which required a license for the purchase or sale of cotton in England, but permitting of unrestricted purchases abroad for import. Under "control" stocks have dwindled steadily and it became necessary to "ration" what cotton there was and to reduce production in the cotton mills to 70% of normal. Some mills were forced to close and the workers now are being paid by the government.

Disruption of the business is generally attributed to the inability of manufacturers to hedge on heavy purchases or other operations, the open market affording insurance against heavy losses by reason of wide fluctuations in prices. With the speculative market in operation the traders assume such risks.

Uncertainty was so great that even those manufacturers who knew how to buy abroad declined to take the risk of a big drop in price between time of purchase and time of delivery of the cotton.

With the exchange again open, even the future contracts may not mature in less than three months and must mature in five months, and prices may not vary more than 5% from the "daily official values," it is believed that importations will increase. If that is not the outcome the government may be forced to buy cotton abroad and import it.

Fall Meeting of the Ohio Ass'n.

The regular fall business meeting of the Ohio Grain Dealers Ass'n was held Nov. 13 in the Virginia Hotel, Columbus. The morning session was called to order at 10 o'clock by Pres. Earl C. Bear, Hicksville. After a brief statement in which he explained that the work of the convention would be wholly of a business nature, with no formal addresses, and that all should feel free to take part in the discussion of the various subjects which would be taken up, the president announced the appointment of the following com'tes for the year 1917-18:

Arbitration: J. H. Motz, Brice; M. A. Silver, West Jefferson; Robert McAllister, Columbus.

Legislative: Charles E. Groce, Circleville; Fred Kile, Killesville; J. C. Minnich, Trotwood.

Membership: F. J. Reinhart, Uniopolis; P. W. Davis, Leipsic; R. W. Graham, Liberty Center; C. H. Sunday, Antwerp; A. E. Huston, Amanda; N. G. Bennett, McComb; J. Y. Stimmel, Payne.

Board of Agriculture, Ohio Agricultural Experiment Station, Ohio State University; A. R. Morse, Tiro; C. O. Barnhouse, Agosta; K. D. Kiehloltz, Toledo; Phil. Horn, Monroeville; Raymond Grant, Pleasant Corner; R. W. Lenox, Richmond; D. R. Risser, Vaughansville.

Claim Bureau: A. H. Cratty, Columbus; Rea Chenoweth, London; Ed. Stritmatter, Portsmouth.

Traffic: H. L. Goemann, Mansfield; W. T. Palmer, Celina; S. L. Rice, Metamora.

Pres. Bear: At this time I will also appoint a com'te on resolutions, to which may be referred any resolutions which should be acted on today. The com'te will consist of E. C. Eikenberry, Camden; Charles E. Groce, Circleville; Fred Kalmbach, North Baltimore; and Chas. Garmhausen, New Bremen.

Sec'y McCord: The speakers who have consented to address us today include Dr. J. W. T. Duvel, of the Office of Grain Standardization, Washington, and Fred C. Croxton, Food Administrator for Ohio. We are all one big family in this Ass'n, and we have many new problems to solve. Never before in the 32 years of our existence as an organization have so many questions presented themselves, and we hope that you will make your wants known today in order that we may all consider them.

Pres. Baer introduced Dr. Duvel, who spoke on the federal grain standards, saying:

The New Wheat Grades.

I want to talk over the grade situation with you and to see if we can straighten out some of the matters which have been troubling the trade. Dealers and farmers in the soft winter wheat section think that the moisture content which is permitted in grade No. 2 of that class of wheat is too tight. I may say at this time that the Dep't has practically decided to hold a hearing at some later date on the wheat and corn standards and regulations and you will then be given an opportunity to set forth the views which you have developed after experience with the present standards.

In the meantime we want to get definite figures upon which to consider any proposed changes, and if the moisture permissible in No. 2 is thought by you to be too tight let us have figures to support your belief. Give car numbers, show grades, point of origin and destination, and why it graded down. We have men in the field constantly, but we cannot cover all of the ground. I have investigated the moisture content of soft red winter wheat and have practically decided that the percentage should be changed. Whether it should be 13.5% or 14% must be decided later.

Mixed wheats have also given rise to

considerable controversy, and it is a question whether they should be placed with one class and graded down or be graded as mixed wheat. If the percentage of another class which is allowed in a mixture is made too liberal the door is opened, under normal conditions when a fixed price is not in effect, for somebody to mix the grain purposely and thus set up competition which you cannot meet except by doing the same mixing. Just how far that might lead is difficult to say and we must decide whether it is advisable to open that door. We want to encourage the growing of pure types of wheat and to make it so that when a man buys soft red wheat he will get just that and nothing else.

Dockage has caused trouble, and excessive assessments of dockage have been made sometimes because of unfamiliarity with the proper method for the determination of this important factor. The principle of the dockage system is to discourage the marketing of dirty wheat, and every one knows that clean wheat can be more satisfactorily handled by all who are concerned in the marketing of the grain.

The question of payment for dockage is not a part of the grades, but it is my personal opinion that the shipper should receive compensation for the dockage. Under normal conditions, before the present restrictions became effective, you could ship it and have it cleaned. I realize that many country elevators do not have cleaning facilities, and that it is impossible for all shippers to remove the dockage before shipment, but I believe that every elevator should have a cleaner. Some, I know, cannot install the equipment because of lack of space, and many do not have enough bins to keep the different grades separate.

Corn has not given so much trouble as wheat. Last year the quality was exceptionally good, and this year I think that in some sections it is the worst I ever saw. Much of it will not shell at the present time, and tho it will appear dry when cold weather comes and it freezes it will not be dry by any means. When it gets warm it will thaw and, as the moisture will still be present, it will soon go out of condition. I am pessimistic as to the corn crop, for, while we have a large yield I fear that its low feeding value will materially offset the volume of production. Country elevator men should ask the farmers to sort it carefully and to use the soft corn for feed at home as far as possible. To be sure, the Dep't does not advocate the use of low grade feeds, but in this case it is the best use that can be made of the poor corn. If it is mixed in with the good corn it will cause the whole to deteriorate. Even in cribs much of it will heat and become damaged, and in this connection I wish to say that a crib that is 10 or 14 feet wide is too big. If it is placed into cribs not over 8 feet wide it will be much better, and tho the shrinkage will be great a little precaution will save a great deal of it. Our experiments show that corn does not dry very much in cold weather.

Following the talk by Dr. Duvel an informal discussion of the grade situation was entered into by the dealers.

Sec'y McCord: I think the grain dealers should hear from a miller as to the percentage of moisture in flour.

A miller stated that a moisture content of 13.5% is usually considered correct for flour made from soft red winter wheat. Dr. Duvel then asked as to the method used in determining the moisture, and when told that an electric oven, not in a vacuum and with a temperature no higher than 210 degrees, was used, he stated that the ascertainment of the moisture content depends so greatly upon the method employed that this factor should always be considered when attempting to make comparison of results.

Dr. Duvel also cautioned the dealers as to the care which should be exercised in making the tests, stating that some use one type of machine and some another; and that one type which is in quite general use gives results that are $\frac{1}{2}$ of 1% too low.

"Don't," he said, "hang the thermometer up and leave the flask open when a test has been completed. The stopper and thermometer should be placed into the flask and left there until another test is to be started. If this is not done a slight variation will almost inevitably re-

sult. I wish also to call attention to the necessity for the careful sampling of the car. You cannot get a fair sample by catching a handful now and then at the end of the loading spout and later mixing these and calling it a representative sample. Do it like the official sampler does and then your result will be comparable to his."

Dr. Duvel was asked to state what recourse a dealer would have when, having shipped wheat upon which dockage was assessed, he received no payment for the dockage.

Dr. Duvel: That is a matter of contract. In the Northwest, where the dockage system has been in use for years, no direct payment is made for the dockage, but it is actually paid for, under normal competitive conditions, because the amount of dockage and its value is taken into consideration in the making of the price for the wheat. In other words, competition between the buyers at the terminal market takes care of it.

O. E. Gwinn, Columbus: Millers would much prefer to receive wheat that is free from dockage. The best market for dockage is the place where screenings are wanted for use in making chicken feed. Country elevators need good cleaning machines.

Sec'y McCord: Why is the cleaning of wheat prohibited under the federal regulations?

Dr. Duvel: I do not know. There seems to be some difference of opinion as to the existence of such a regulation. I had the matter up with a member of the Food Administration a short time ago and he said that it is not prohibited.

Just before the adjournment for luncheon an important point was brought out by some of the dealers, who characterized the new grading rules as a revolution in the system of handling grain, but stated that the trade generally has failed to accept the new order of things and is still trying to do business as it has in the past; the desire of many dealers to do a large volume of business causing them to pay more for the grain than it is actually worth, and the loss which inevitably follows such a course being blamed upon the action of the government in establishing the dockage system. It was pointed out that the dealer can avoid much of the loss which is caused in this manner if he will but follow the grades closely in making his purchases from the farmer, thus buying the grain just as he must sell it.

Afternoon Session.

The convention was called to order at 1:30 p. m., and Pres. Bear asked Vice-Pres. C. M. Eikenberry, Hamilton, to take the chair. Mr. Bear had but recently undergone a surgical operation, and did not feel that it would be best to risk the strain entailed in presiding at this session.

Vice-Pres. Eikenberry announced that an opportunity would be given the representatives of the various terminal markets to explain something as to the conditions existing at their markets.

Milton Crowe spoke for Buffalo; Fred E. Watkins for Cleveland; J. A. A. Geidel and R. Martin for Pittsburgh; G. A. Hax and H. A. Lederer for Baltimore; and E. L. Southworth and Fred Mayer for Toledo. This part of the program was devoted largely to matters connected with the handling of new corn. It was the opinion of all who spoke that corn is not in a condition which will permit the dealer to handle it with any degree

of assurance that he will be able to protect himself and his profit, and because of the probability that the car situation will be worse rather than better the terminal market representatives were practically unanimous in advising extreme caution in the handling of corn.

Mr. Watkins stated that his company had purchased a car of new corn at Peoria which contained 37% of moisture, and that they were able to reduce the moisture content to 16% in 6 hours, running it thru the drier twice and consuming 3 hours in each operation. He said that another car, which after being dried to 18% of moisture was re-loaded, had started to heat after only 24 hours, and that it was necessary to send it back to the drier.

Mr. Hax: We are not getting much western corn at Baltimore, and the corn which we are receiving from the Cumberland valley is in better condition than that in this section.

Mr. Lederer: I do not believe that the railroads are going to pay one cent on claims for corn which goes out of condition this year. I say this as a warning, and to point out to you that you will lose money on any corn which requires an appreciable length of time to get to market.

Mr. Southworth: My advice would be to refrain from buying corn until it is ready for handling; and if it never gets in condition then never buy it.

Mr. Mayer: It is too early to buy corn, and the longer you put off buying it the better.

H. G. Pollock, Middlepoint: Some new ear corn has been shipped from my section, but I have handled none of it and can see nothing in it. About 2/3 of our corn will be merchantable but that which is being delivered by the farmers is the poorest corn they have. It is always thus in the early movement of corn; the farmers sell the worst and keep the best. If we hold off buying he will feed the soft corn, and that is just what should be done with it. It is business suicide to shell wet corn unless it can be dried at once.

H. S. Heffner, Circleville: We have handled some corn containing 27% to 28% of moisture, drying it to 17%. We have milled part of it, and shipped part of it, but none of it has been shipped far. I do not think that even dried corn will carry far. Two lots have gone out of condition in 3 days.

L. W. Dewey, Blanchester: One car of corn which we shelled and dried showed a total loss of 14% due to the shelling and drying operations.

O. E. Gwinn: In handling ear corn from the wagons into cribs a coke fork should be used instead of a scoop shovel. That will leave the dirt, shelled corn and much of the other refuse in the wagon, and the corn in the crib will not heat so quickly.

L. C. Titus, South Solon: It seems to me that we are approaching this matter from the wrong end. We are asked to conserve food, and as grain dealers it is our duty to handle the crops of the country to the best possible advantage. The farmer needs the money, and we should go to the government with a strongly organized request for cars in which to move this corn immediately to places where it can be cared for.

Mr. Pollock: We should do business when we can do it at a profit, and not do it when a loss is certain. A good way to destroy a very large portion of

the corn crop is to put it into cars as soon as possible.

E. C. Eikenberry, Camden: Dockage in wheat, and water in corn should be left on the farm. Give the grain dealers enough cars to handle the present corn crop and you will break half of them, because the drying facilities of the country would be swamped very quickly. It must be remembered, too, that the railroad war board is working under war orders, and it is exceedingly difficult to secure even a temporary suspension of priority orders already issued.

Vice-pres. Eikenberry introduced Fred C. Croxton, Food Administrator for Ohio, who spoke on matters connected with conservation, showing why it is necessary that every possible saving be made in our resources if the war is to be won within a reasonable time.

Frank H. Tanner, sec'y of the Ohio State Millers Ass'n, spoke on the need for close co-operation between grain dealers and millers, and when he referred to the federal grain standards he stated that no dealer or miller should attempt to evade the law, but that all should obey it and follow the rules carefully.

The report of the resolutions com'te was read by Chairman E. C. Eikenberry, and the following resolutions were unanimously adopted:

Resolutions.

Trade Should Be Preserved.

WHEREAS, We hold that the present system of collecting, handling and distributing the cereal crops of the nation embodies the best results of the practical experience of the past years of the trade and is thoroughly practical, honest and economical; therefore, be it

RESOLVED, That we express our appreciation of the fact that the Food Administration has made use of existing physical equipment and business agencies in the control of wheat distribution and that we request that in all future operations under powers conferred by the Food Control Bill the normal course of the traffic in grain be subjected to the minimum of dislocation and disorganization consistent with the successful conduct of the war.

Federal Grades Too Rigid.

WHEREAS, It has seemed to the handlers and producers of wheat of the soft red winter varieties that the grades as promulgated by the Dep't of Agriculture have been too rigid, especially in regard to the moisture content; and

WHEREAS, The experience of the shippers in handling the 1917 crop in the State of Ohio has been that the wheat was of a high test but of a character that it took on a moisture content that remained with it after it was threshed, but which did not seem to render it liable to get out of condition by reasonable storage; therefore, be it

RESOLVED, That we earnestly petition the Grain Standardization Dep't of the Dep't of Agriculture to raise the limit of moisture percentage allowed in the No. 2 grade to as high a percent as possible to allow it to be stored in any reasonable quantities without deterioration.

Grade Hearings Approved.

WHEREAS, The application of the Federal Grades under the provisions of the Grain Standards Act has developed irregularities and inconsistencies, some apparent and some real, which have provoked much discussion in the trade and considerable adverse criticism, and

WHEREAS, The grain trade believes that the experience derived from the actual application of the new system has demonstrated that some modifications are desirable both in grades and the system of their application; therefore, be it

RESOLVED, That the Ohio Grain Dealers hereby commend the spirit of co-operation exhibited by the Grain Standardization authorities in the announcement that a series of hearings will be conducted in the near future at which hearings the trade will be requested to participate with a view to determine such modifications as shall render the system more practical and free it from such technical injustices as may at present exist.

Smaller Discounts For Moisture.

WHEREAS, Standard grades of soft winter wheat nour with a moisture content of 13.5 per cent is deliverable on Government and other contracts for domestic and foreign consumption, and the same can be produced from natural wheat carrying a like amount or even greater per cent of moisture without the elimination thereof, and without endangering the product or embarrassing the manufacturing process; and

WHEREAS, The producers of such wheat and the first handlers thereof, who are the direct representatives of the producers, now carry the larger per cent of the reserve stocks and are entitled to have the same enter the market on its merits and not under the penalty that falls to it under the system of discounts in force throughout the country, fixed and applied through and by virtue of the Food Administration's rules and regulations; therefore, be it

RESOLVED, That we earnestly appeal to the proper governmental authorities to cause such a readjustment and application of the discounts for winter wheat that approximates the grade of No. 2, as will permit its acceptance by licensed mills, merchants and elevators on No. 2 winter wheat contracts, when qualified for No. 2 grade except as to its moisture content, and when such moisture content exceeds 13 per cent but does not exceed 13.5 per cent it shall be accepted at a maximum discount of 1/2 cent per bushel and when the moisture content exceeds 13.5 per cent but does not exceed 14 per cent shall be accepted at a maximum discount of 1 cent per bushel.

E. C. Eikenberry: I move that the Ass'n thank Dr. Duvel for coming here and explaining the wheat and corn grades.

The motion was carried unanimously. Adjourned *sine die*.

Among Those Present.

Cleveland sent E. I. Bailey; Fred E. Watkins; and H. M. Strauss.

Baltimore sent G. A. Hax, of G. A. Hax & Co., and Henry Lederer.

Pittsburgh was represented by Geo. C. Jaeger; J. A. A. Geidel; R. Martin; and F. L. Stewart.

Federal Grain Supervisors who came were R. T. Miles, of Toledo, and O. F. Phillips, of Cincinnati.

Toledo's representatives were W. W. Cummings and Fred Mayer, of J. F. Zahm & Co.; E. L. Southworth and Joe Doering, of Southworth & Co.

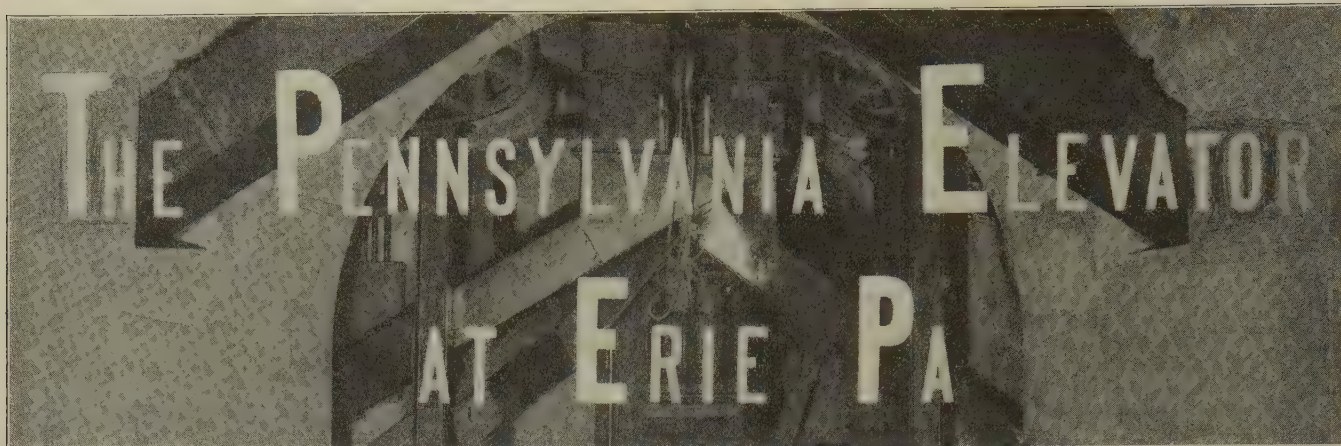
Machinery men looking for business were A. S. Garman, of the Huntley Mfg. Co.; Bert Eesley, of the Invincible Grain Cleaner; and H. E. Broome, of the Richardson Scale Co.

From Buffalo came Milton Crowe; C. T. Doorty, of the Doorty-Ellsworth Co.; Fred E. Pond, sec'y of the Buffalo Corn Exchange; C. W. Urmston, of the Urmston Grain Co.; and M. R. Reitz.

John E. Pafenbach, Bellevue; Chas. Garmhausen, New Bremen; R. W. Graham, Liberty Center; C. E. Groce, Circleville; H. S. Heffner, Circleville; W. D. Holloway, Monroeville; A. E. Huston, Amanda; Fred Kalmbach, North Baltimore;

Among Ohio shippers in attendance: O. W. Baker, Conover; Reo Chenoweth, London; S. H. Colby, Houston; E. T. Custenbolder, Sidney; L. W. Dewey, Blanchester; A. M. Daugherty, Derby; C. M. Eikenberry, Hamilton; E. C. Eikenberry, Camden;

P. H. Maurer, Ottawa; C. K. Patterson, Picketon; H. G. Pollock, Middlepoint; M. A. Silver, West Jefferson; L. W. Stephenson, Rosewood; Geo. E. Stephenson, Rosewood; S. D. Swope, Amanda; E. O. Teegardin, Duval; R. H. Teegardin, Antwerp; L. C. Titus, South Solon; C. O. Wise, Bellevue; Jo Wolcott, Conover; M. J. Young, Sidney.



The need for improved unloading facilities at Lake Erie ports has been intensified during recent years by the modern facilities provided at Lake Superior and Lake Michigan ports, for quickly loading the largest vessels. Lake steam ships are far too expensive to be delayed unduly at ports of destination, awaiting the discharge of their cargo by slow moving out-of-date facilities, hence it is but natural that Erie, Pa., which has a natural port, well protected from heavy seas, should be favored with a modern, fire-proof elevator and a rapid handling marine tower.

When the Erie & Western Transportation Company started to build its million and a quarter bushel reinforced concrete annex, it was intended to receive the grain from lake vessels thru the old wooden working house, which had done splendid service for many years, but the burning of this structure last spring necessitated the replanning of the handling facilities of the new concrete annex and the building of a marine tower to unload lake vessels.

THIS NEW MARINE TOWER of the Pennsylvania Elevator at Erie, Pa., is built of reinforced concrete, and so equipped as to unload wheat at the rate of 25,000 bus. per hour, when a bountiful supply of the grain is at hand. It is 27x34x155 ft. 4 in. high and built on solid rock. The hood for the cross head leg is constructed of 24 gauge galvanized corrugated steel siding. The marine tower is equipped with all the necessary conveniences and comforts for the operators, with ample facilities for rapidly moving and operating the marine leg, which is so constructed as to facilitate the rapid unloading of small as well as large vessels. The tower is approximately ten stories high, a reinforced concrete stairway affording easy access to every portion of the building.

ON THE FIRST FLOOR of the tower are the offices of the foreman and inspectors and in one corner is the 30x40 inch boot pulley of the great lofter leg, which is equipped with two rows of 18x8x8 inch buckets staggered.

On the second floor are four shovel drums 24x24, with iron frictions. The power for operating these drums is supplied by a 50 h. p. electric motor, the power being transmitted to the shovel shaft by means of a silent chain drive. All shovel ropes pass out to the hold of the vessel thru fairleaders. Each power shovel is about four times the size of the shovel used in pulling grain to car doorways, and it is operated entirely by machinery, one drum being used to pull the shovel back into the hold and another to pull shovel and grain to the boot.

These two power shovels draw the grain from the farthestmost parts of each hold to the boot of the marine leg.

THE THIRD FLOOR contains the pusher for pushing the boot of the marine leg out to the farthest side of the vessel's hold. This is operated by a 15 h. p. motor, connected to gears by means of silent chain drive. On this floor is also a drum 42x54, with double spiral grooves, upon which runs the 2 3/4-inch cable for raising the marine leg. This drum is driven by a 25 h. p. motor and connected with silent chain drive. It is also provided with friction cut out and a brake. The cable runs up lofter leg well to 36-inch sheaves with 3 15/16 inch shafts on top floor.

The marine leg is suspended by means of heavy counterweights, which hang in a weight well extending the full height of the building, and so well balanced that little power is required to move its 26 tons up or down. The rubber and steel curtains on the marine leg discharge is also suspended on counterweights, so as to facilitate their opening and closing. The marine leg is about 105 feet long, with a head pulley 72x30 inches. Its belt is equipped with two rows of 13x8x8 inch buckets, 12 inches center to center, staggered. It is operated by a 100 h. p. motor, mounted on the cross head, so as to rise or fall with the leg. The marine leg delivers grain to a 1500 bu. garner, from which it is dropped into the scale hopper.

On the fourth floor is the 400 bushel hopper scale, which is designed to weight a draft a minute. It is provided with a 30-inch drop valve in the bottom, which is controlled by the weighman. The receiving garner is 9 ft. square and has room for about 1500 bus. of grain. The passage of grain from the garner to the scale hopper is controlled by a 52 inch rotary valve, which enables the weighman to fill the scale hopper quickly and accurately reduce the flow.

From the eighth floor of the marine tower rises the conveyor gallery, thru which grain is conveyed to the cupola of the main elevator by means of a 48-inch belt conveyor.

On the top floor of the marine tower is the 96x40 inch head pulley of the great lofter leg. It is driven by 125 h. p. electric motor, the power from which is transmitted to a countershaft by means of silent chain. Power is transmitted from this shaft to the head pulley by means of ropes running in 13 groove sheaves, a 125 h. p. steel plate friction clutch being provided for cutting out shaft's connection with the motor.

THE MAIN ELEVATOR, which is about 190 ft. from the dock is built of

reinforced concrete on solid rock. It is designed primarily for storing grain received from lake vessels, until cars can be obtained for its forwarding, so it contains no cleaning, clipping, separating or other machinery designed to improve grain. Its entire equipment was installed with the view to facilitating the rapid transfer of grain from lake vessels to cars. Its ground dimensions are 69' 6" by 237' 6", and it rises to a height of 185' 10".

The first story, which is attractively arched, rises but 13' 4" above the foundation. This story is surmounted by 70 reinforced concrete bins 94 ft. deep. The next story, which covers all the bins, houses the distributing conveyors. The cupola, which is 48x48 ft., rises to a height of 78' 10". The stair well which adjoins the elevator at one end, is enclosed by heavy concrete walls, and at different landings is connected with the main elevator by automatic fire doors. The stair well contains a large passenger elevator and a concrete stairway.

The first story of the elevator contains four 36 inch belt conveyors, each of which removes the grain from approximately one-fourth of the bins of the house and delivers it to either of the boots of the big shipping legs, which are located in the middle of the house. Each of the conveyor belts is operated by a 15 h. p. motor connected by silent chain drive.

While it is not intended to receive much grain from cars, a receiving pit has been provided, so that in case it becomes necessary to unload a car, its contents can be dumped and delivered to one of the shipping legs by a 36 inch belt conveyor, which is operated by a 7 1/2 h. p. motor.

Two car puller drums on this story are operated by a 50 h. p. motor. In one corner of this story rooms have been formed of 4 inch hollow tile for the switchboard, the employees' and the foreman's office.

THE BIN STORY is formed of 30 cylindrical bins 20'x94', 18 interstice bins and 22 pocket bins. All bins are hoppers and provided with positive working valves and spouts which will deliver their contents to conveyor belts below in the direction of the moving belt.

On the bin floor are one 40 inch reversible rubber belt conveyor, equipped with a 4-pulley Weller tripper, and two 40-inch belt conveyors provided with 2-pulley Weller trippers. All conveyor belts are driven by motors connected by means of silent chain direct to head shaft.

The next story contains two Mayo distributing and two telescope spouts, to facilitate delivery of grain received from the marine tower or from either of the hopper scales in the cupola to any of the

belt conveyors to the bins in the elevator or to either of the two carloading spouts.

On the scale floor are two hopper scales of 2,000 bus. capacity each, the weighman's office and a 40 h. p. motor, which operates the 48 inch belt conveyor bringing grain to the cupola from the marine tower. The scale beams in the weighman's office are arranged conveniently to garner and scale hopper levers.

Each of the two 2500 bu. garners on the story above has nine hoppered openings at bottom, so protected by hog back shelves as to prevent the weight of their contents bearing so heavily on the garner slides as to interfere with the free closing of the valves.

THE TOP STORY of the cupola contains two 100 h. p. motors, each operating one of the large shipping legs. Each motor is connected to a counter shaft by means of silent chain drive and provided with a friction clutch. Power is transmitted from the counter shafts to the 7 ft. head pulleys of the elevator legs by means of rope drive running from a 36 inch 14 groove sheave to a 120 inch 14 groove sheave. The shafts of all head pulleys, as well as the shafts of the motors driving them, are equipped with 3 point bearings, so as to reduce the friction and the chances of the bearings getting out of alignment.

Each of the shipping legs is equipped with a 30 inch belt, bearing two rows of 14 inch buckets, placed 13 inches, center to center, and staggered. All stationary legs in this house are operated at an approximate belt speed of 800 ft. per minute. They are equipped with buckets of a spe-

cial design, which insure their carrying a full load up and delivering all their contents at the desired point. The legs run in a concrete well up to the top floor.

THE TWO LOADING TRACKS next to the elevator are readily supplied with cars from the adjoining tracks, all of which terminate at a pit which contains an electrically operated transfer table, by which cars can be transferred from one track to another easily and quickly. Each shipping track is provided with a car puller that will move cars in either direction.

This rapid handling, fireproof transfer elevator was designed and erected by Folwell-Ahlskog Co., for the Erie & Western Transportation Company. It is built of non-combustible material, so is not likely to share the fate of the two wooden elevators which previously occupied this site. Many of the details pertaining to the operation of the house were arranged according to suggestions made by M. W. W. Farley, agt. of the Erie & Western Transportation Co., and by Mr. Geo. A. McCormick, supt. of the elevator.

THE FIRST RUN of new corn may net good prices but when the holes are filled up we can hardly expect to see present prices rule. The best policy right now is buy this sappy corn right and then sell it the same day you buy it. Even if the market remains firm and you buy this low grade corn without figuring on the moisture content you are bound to lose. At present it is better to take profits than chances.—E. N. Williams, of Liberty Mills.

Rules Governing Business Under Food Licenses.

New rules and regulations have been promulgated by the President governing those dealing in practically all manner of feed and food supplies. These apply except when in conflict with specific rules for named goods.

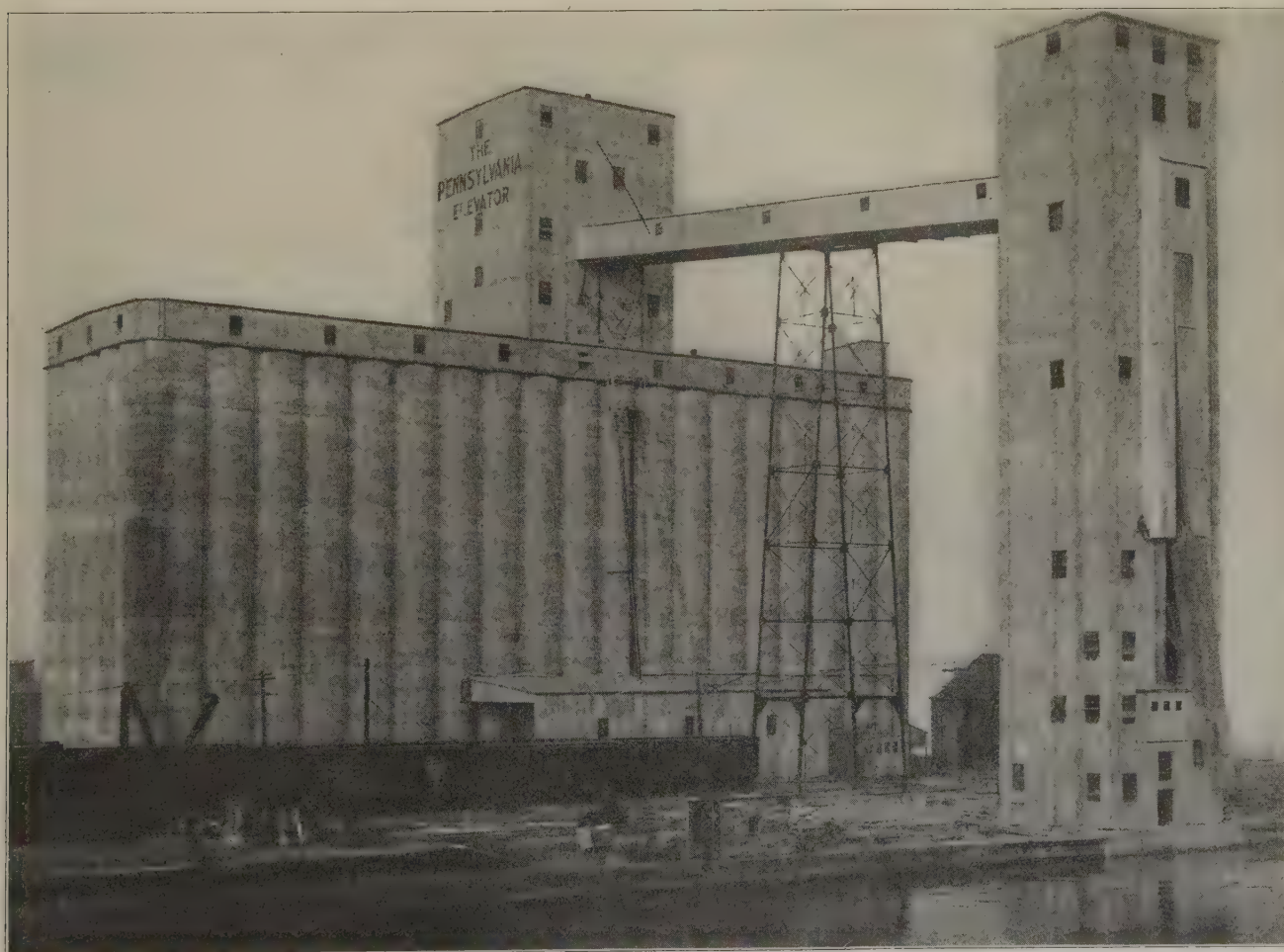
Dealers in wheat or rye, sugar, retailers doing less than \$100,000 annually, carriers, farmers and other producers, small fishermen, members of stock exchanges and boards of trade, millers producing less than 75 barrels daily, canners of vegetables not producing more than 500 cases annually, packers doing not over \$100,000 of business annually, operators handling not to exceed \$50,000 of eggs or poultry annually, manufacturers of maple syrup and maple compounds, ginners and others handling more than 150 tons of cotton seed annually are specifically excepted.

All other importers, manufacturers and handlers of foods and feeds must procure and operate under a license, to be taken out before Nov. 1, 1917.

Certain rules are laid down for all who deal in foods for the domestic trade. The purposes of the regulations, as outlined in the new order, are:

1. To limit the prices charged by every licensee to a reasonable amount over expenses, and forbid the acquisition of speculative profits from a rising market.
2. To keep all food commodities moving in as direct a line and with as little delay as practicable to the consumer.
3. To limit as far as practicable contracts for future delivery, and dealings in future contracts.

Prefatory to outlining the rules under



The New 1,250,000-bu. Reinforced Concrete Pennsylvania Elevator, at Erie, Pa. [See pages 808-813.]

which operations shall be conducted it is pointed out that they are general in their scope and are to serve as a guide. Individual cases will be handled on their merits and judged with respect to their conformity to the purposes in mind.

RULES AND REGULATIONS.

A digest is here given of the new rules and regulations. Those framed for the guidance of grain elevators, dealers and millers appeared on pages 722-723 of the Nov. 10 Journal.

1. Upon request, on blanks to be furnished by the Food Administration, any licensee shall give complete information regarding transactions in any food commodity, to be given under oath if required by the Food Administration or his representative.

2. All necessary facilities shall be furnished for the inspection, during ordinary business hours of any or all property held or stored, or records of same.

3. Records shall be kept in such manner as to make practicable verification of all reports.

4. Agents and employees of the government employed in this work shall not be permitted to divulge information acquired except to those of competent authority.

5. Provides that all charges and commissions shall be fair and reasonable.

6. Resales within the trade, especially if tending to result in higher prices, will be dealt with as unfair practices.

7. No broker or other licensee shall buy or sell any food commodity for his own account unless he is also regularly engaged in, and holds himself out to the trade as conducting, the business of distributing such commodity otherwise than on a commission or brokerage basis, or unless he used such commodities in manufacturing; provided that this rule shall not apply to sales on an exchange, board of trade, or similar institution.

8. No licensee shall knowingly sell any food commodity to a broker or other licensee who is not buying for personal consumption or engaged in using such commodity in manufacturing, or who is not regularly engaged in, and holding himself out to the trade as conducting, the business of distributing such commodity otherwise than on a commission or brokerage basis; provided that this rule shall not apply to sales on an exchange, board of trade or similar institution.

9. Carload weights for the shipment of commodities are specified. They include the following: Dried beans and dried peas, 60,000 lbs.; cottonseed cake, cottonseed meal and peanut meal, 60,000 lbs.; wheat, oats, corn, rye and barley, car capacity. Cars of carrying capacity below that specified must be loaded to marked capacity.

10. Goods must not be bought or stored for the purpose of increasing the price or restricting the supply.

11. Licensee shall not knowingly commit waste or permit preventable deterioration.

12. Any change in address, management, control, or character of a business must be reported in ten days in writing.

13. It is unlawful to have on hand or under control food commodities in excess of the reasonable requirements of business within a sixty day period. There are many exceptions to this rule, applying to those commodities of periodical, scant or no production, including cotton seed products, seeds, etc.

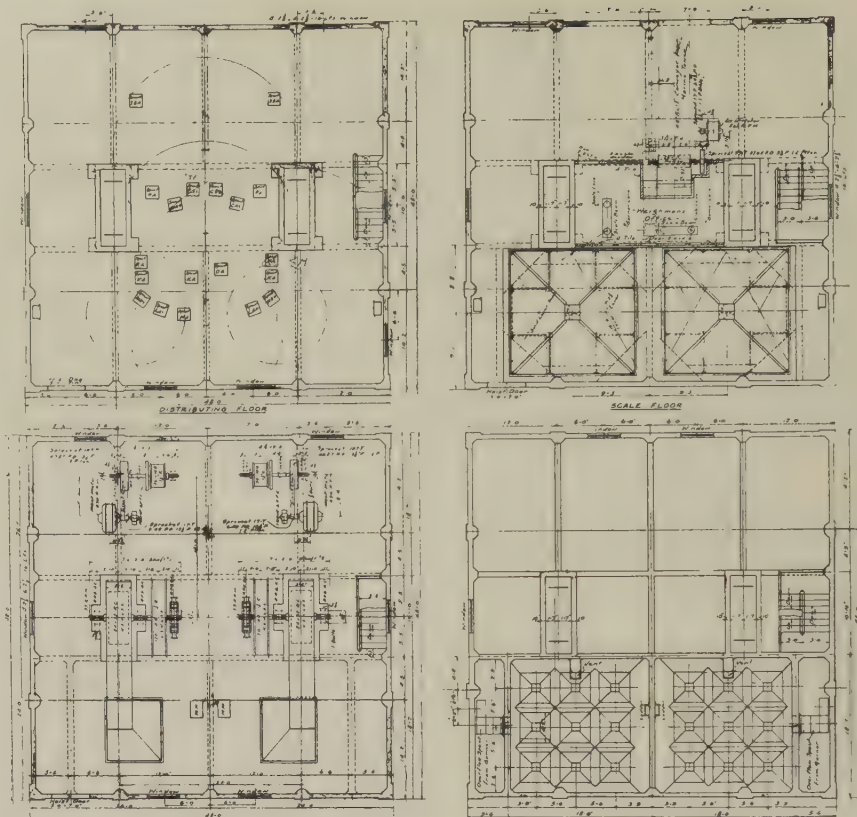
14. Licensees must not knowingly sell to any person an amount in excess of 60 days reasonable requirements. This rule does not apply to those commodities excepted in rule 13, to federal, state, or municipal governments, or to the allies of this nation.

15. Licensees shall not have outstanding any contract in violation of the 60-day clause, with the exceptions noted in Rule 14.

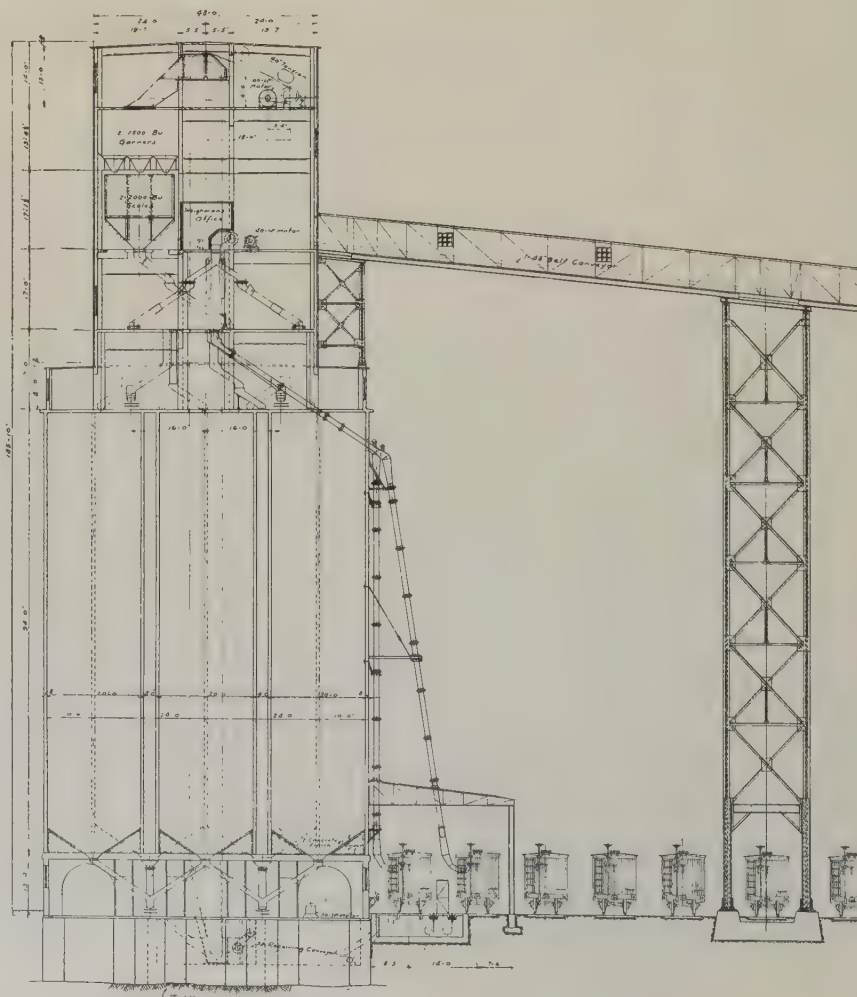
16. Any contract made in good faith prior to Oct. 15, 1917, shall not be affected by these rules, but copies of such contract must be filed with the Food Administration between Dec. 1 and Dec. 15, 1917, of all contracts which will not be completed by Jan. 1, 1918.

17. Food commodities must not knowingly be sold to those who violate the rules and regulations of the Food Administration.

18. No licensee shall make any allowance or payment to the agent or employee of any exchange, association, or other person from whom he buys, or to whom he sells, or for whom he handles commodities



Floor Plans of Cupola.



Cross Section Pennsylvania Elevator, Erie, Pa. [See pages 808-813.]

Longitudinal Cross Section of Pennsylvania Elevator at Erie, Pa. [See pages 808-813.]

Minimize the Lightning Hazard.

"Lightning never strikes twice in the same place," says the old saw.

"Doesn't have to. Once is enough," replies the wit, posing as an efficiency expert.

"Of all the millions of buildings on top of the ground, why pick on mine," comes the plaintive protest of the grain dealer.

"Rod your elevator and it will be immune," is the unanimous reply of the scientist, the insurance man and the maker of approved lightning rod equipment.

THE LIGHTNING HAZARD. Friction in the atmosphere and evaporation at the earth's surface produce vast stores of electric energy, retained and carried by moisture clouds. This energy may float about for days or even weeks, insulated from the earth by the vast body of air, which is a nonconductor.

Just a little more of this and then we will go into the other end of the question: A cloud so charged, by the law of induction, exerts an electric influence on the surface of the earth directly beneath it. Who has not felt the spirit (the presence of electric energy) of a mid-summer storm?

The clouds carry what is termed positive electricity and the earth is the electrostatic field. "Earth" includes the houses, barns, fences, trees and your elevator, Mr. Grainman, all of which are serving imperfectly as conductors and passing the negative electricity of the earth's surface into the air. If all of it were discharged in this manner there never would be a stroke of lightning.

Wood, brick and stone are poor conductors, but offer less resistance (in that manner they "attract") to the movement of electric current than does the air. Lightning, taking the course of least resistance, "strikes" the tallest building or

the highest tree, for such objects afford the easiest road over which the positive and negative forces can meet.

FUNCTION OF THE ROD. Positive and negative electric energies serve as magnets one for the other. Lightning rods are made of metals known to be the very best conductors, consequently the negative electricity of the electrostatic field, attracted by the positive energy in the cloud, flows up to meet it. By this means the earth's negative electricity is passed into the atmosphere above the rodged building.

Metals and other substances are better conductors than the air, and as electricity follows the course of least resistance, they should form the channels through which the electric energy moves. The resistance to such movement, through wood, stone, brick, concrete, etc., is very great, causing tremendous friction which friction causes the fire that wipes out your elevator and its contents. There, you have the story in a nutshell.

PROTECT YOUR ELEVATOR. Country elevators will continue to be the most prominent landmark of the localities in which they are built. Height of structure is essential to economical handling of bulk grain. It is because the elevator stands head and shoulders above other buildings that lightning elects to employ it as an avenue through which to reach the earth. The positive bolt strikes with varying disaster because the negative forces have not been afforded a means of escape.

It is not possible to bring the height of elevators down to that of the common run of building but it is possible, with a moderate expenditure for rod equipment and installation, to bring the loss ratio

down to or below that of the community.

Grain dealers are requested to guard their elevators carefully, they are expected, and should, require strangers to identify themselves before being admitted. If they were compelled by law to rod their plants properly many elevators and much grain would be saved during the next twelve months.

Reconverted to lightning rods. In the not far distant past the lightning rod agent went blithely through the land spreading the doctrine of safety the lightning rod affords and supplying a product that frequently was worthless.

In another way the story of the lightning rod, at least the story of the necessity for rods on your elevator has been told and is being told every year. Here is one phase of that story:

More elevators are destroyed by fire, caused by lightning, than by fires originating from any other one cause.

In many cases it is not easy to determine the cause of a fire hence the "cause unknown." It is shown by reliable statistics that lightning causes more elevator fires than any other known cause and more than all of the "unknown" causes combined.

Reports on the origin of 1,262 elevator fires charges lightning with 368 of them, "unknown" with 314, while that combination hazard, the locomotive spark and the "Barkus is willing" shingle roof have the low batting average of 193. The locomotive spark, however, stands next to lightning as a destroyer of elevators and possibly many of the "unknown" fires originate in that way.

Almost one elevator fire out of three is caused by lightning. The losses in value of buildings is tremendous, the grain losses are very great while time and other business losses, for which the grain dealer receives no compensation, are not the least element of the toll exacted.

Rodding an elevator is not altogether a matter of expense. Credits are allowed for elevators properly rodged by the mutual fire insurance companies. They know by their actuary table that fire losses would be reduced about 30% (some claim 40%) if all elevators were properly protected against lightning.

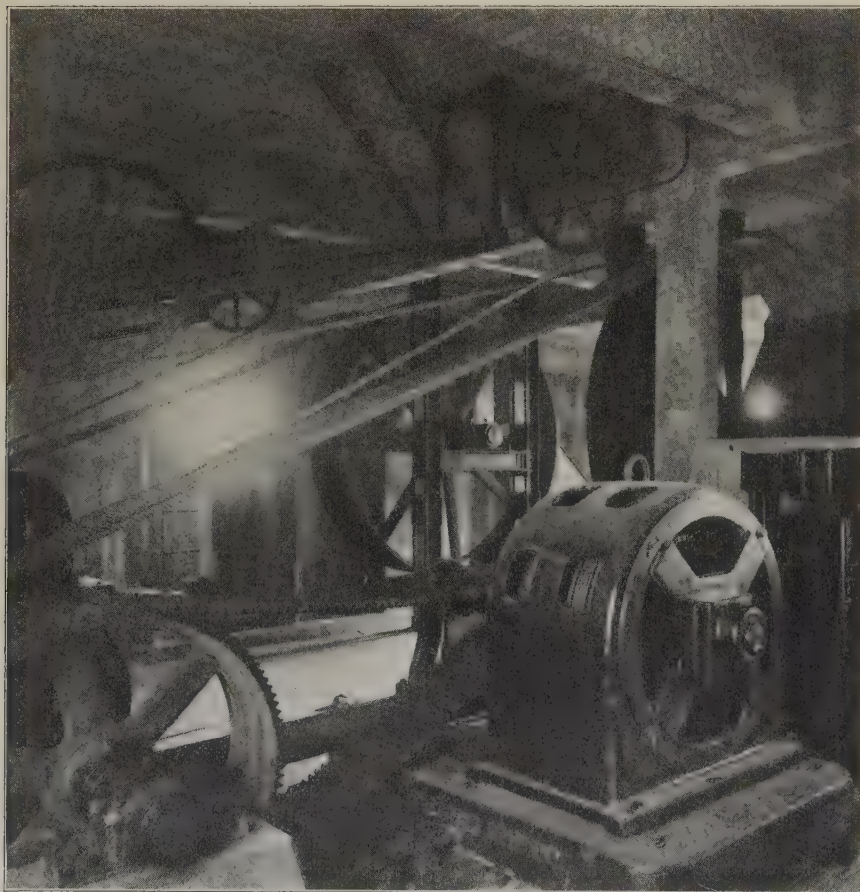
STANDARD EQUIPMENT: A comprehensive "Standard" for the construction and installation of materials for lightning rod equipment has been formulated by the Underwriters Laboratories, Inc., after much patient research work. It should be understood, of course, that lightning is an unknown and unknowable quantity. The idea has been to limit approval to such equipment as will do the work it is called upon to do.

Three forms or designs of rods are recognized. These are: copper cable copper tube and twisted star-section steel.

The weight requirements are: Copper cable, not less than 3 ounces per lineal foot or 187.5 pounds per 1,000 feet. Individual wires of the cable must be not less than No. 17 B. & S. gauge.

Copper tube, bars and rods must have walls of a thickness of not less than No. 20 B. & S. gauge or .032 inch. The weight must not be less than specified for copper cable and must provide adequate surface area.

Star-section steel must be made of mild steel having a cross section point similar to a four-pointed star, diameter from point to point about $\frac{3}{4}$ inches and twisted in approximately $2\frac{1}{2}$ turns per foot, to weigh not less than 320 pounds per 1,000 feet in length. Average thickness of any web must be not less than 1/16 inch and



Electric Motors, Silent Chain Drive and Rope Transmission in Pennsylvania Elevator, Erie, Pa. [See pages 808-813.]

core must be equivalent in cross section to a circle $\frac{1}{8}$ inch in diameter. Protective zinc coating must be capable of withstanding four one minute immersions in a standard copper sulphate solution without showing a fixed deposit of reguline copper.

For structures whose heights range between 60 and 150 feet the weight of the conductor should be double that specified; if the building is over 150 feet high the weight should be triple.

Every one concerned in this work appreciates its intangible character. Lighting is not a factor whose volume can be measured, whose force can be calculated or whose action can be predetermined.

Opinion differs with regard to the volume of metal necessary for the safe conduction of electric energy. Both weight and surface are factors, as also, of course, is durability and strength sufficient to stand whatever strain may be imposed by the settling of the building or changes in temperature.

It is argued by some that a conductor that will transmit current for 60 feet will, without fusing, transmit the same current 600 feet. Those who argue for a heavier conductor frankly declare that no one can support an opinion on the point with determined facts but that if there is to be any guess work the guess should be on the side of safety.

Conflicting opinion may be traced in part to differences in points of view. One faction holds the conductor should be capable of giving adequate protection when a building is struck by a bolt of lightning. The thought on the other side is that the chief purpose of the equipment is to pass off the negative electricity, thus preventing a stroke, and that the lighter weight conductors are ample for such service. Further, they assert there is no means of gauging the weight of the conductor that might be required for there is no known means of measuring the force or volume of electric energy it may be called on to handle; and that any attempt along that line would be purely speculative.

With this contention the grain man should be acquainted, but the big and the fundamentally important fact he should bear in mind is that the owner of a rod-elevator gets a lower rate on his fire insurance and, so far as evidence is available, an elevator protected with standard lightning rod equipment never has been struck by lightning.

Indiana Wheat Moisture Content.

Kokomo, Ind., Nov. 12.—At a well attended meeting of the Central Indiana Grain Dealers Ass'n a resolution was adopted asking that the exceptionally fine wheat crop of that section be given due recognition. The resolution states:

Whereas: The wheat crop of 1917 in this section of Indiana is above the average crop in quality and harvested under the most favorable conditions, and

Whereas: A large percentage of the crop has shown a moisture content of more than 13%, therefore, be it

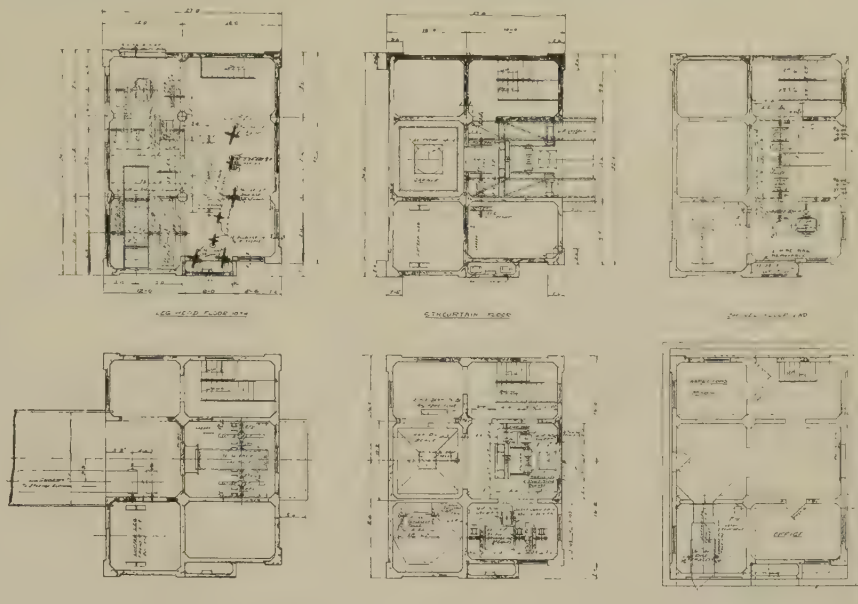
Resolved, That the Central Indiana Grain Dealers Assn. request the Indiana Grain Dealers Assn. to ask the grain trade of Indiana to furnish said association with a statement showing the percentage of shipments of wheat in state that show more than 13% of moisture, and be it further

Resolved, That these reports be compiled and presented at the next meeting of the Indiana Grain Dealers Assn.

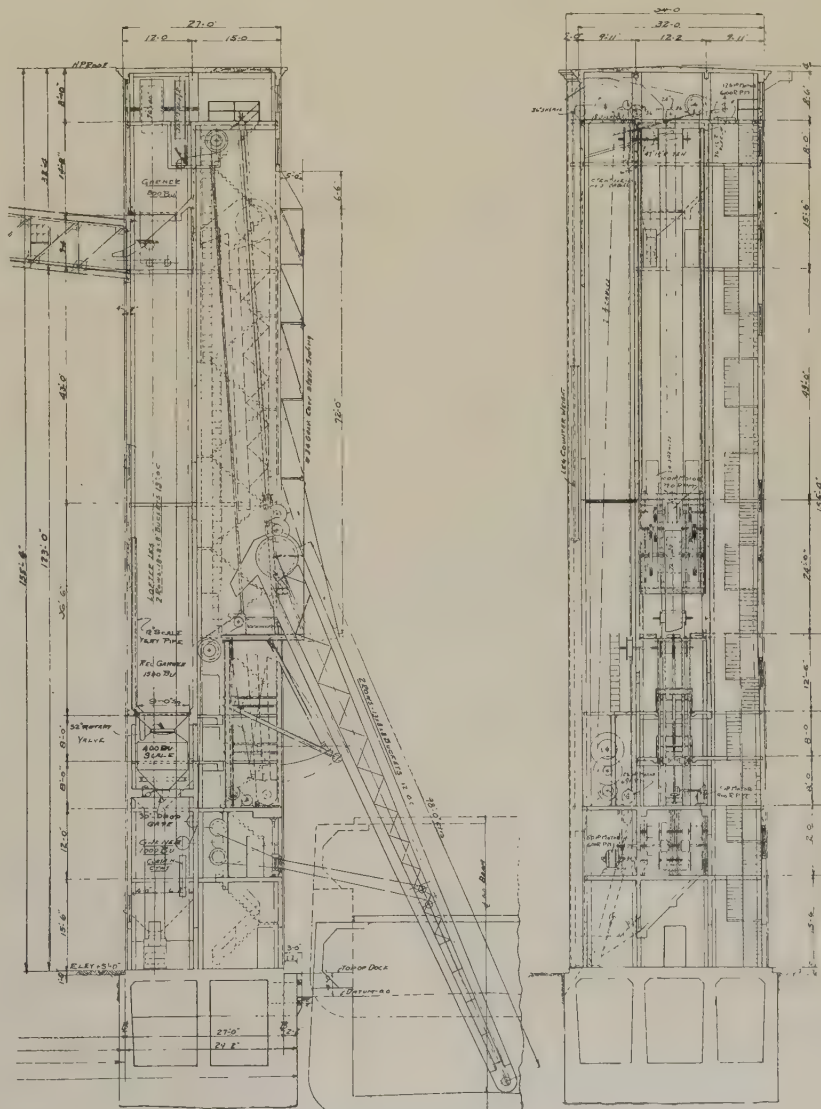
No GRAIN DEALER can afford to be without the Grain Dealers Journal.—G. W. Graham Grain Co., Streator, Ill.

AN ESTABLISHMENT which is used for cleaning, sorting, shelling, mixing or improving grain is a workshop, factory or manufacturing establishment within the meaning of the United States Child Labor Act. The standards laid down in Section

1 of the act must therefore be observed in such elevators if the products are to be shipped in interstate or foreign commerce."—From ruling No. 12 of the child labor division of the Department of Labor, Washington, D. C.



Floor Plans of Marine Tower, Pennsylvania Elevator, Erie, Pa.



Sectional Views of Marine Tower, Pennsylvania Elevator, Erie, Pa. [See pages 808-813.]

Feedstuffs

MANDERSON, WYO.—The mill of the Basin Alfalfa Milling Co. was recently destroyed by fire.

KANSAS CITY, Mo.—The Tarkio Molasses Feed Co. has recently completed a mill for manufacturing molasses feed.

HARVEY, ILL.—The Herrick Feed Co. has been incorporated with capital of \$10,000, by M. H. Herrick, R. L. Herrick and James C. Geggie.

THE ALLEN MILLING Co., of Niagara Falls, N. Y., has registered the words "Allen's full nest" as a trade mark, No. 97,131, for poultry feed of all kinds.

BURLAP FEED BAGS, 1,225,000 of them, were requisitioned by the government, an action regarded as indicating higher prices for burlaps, with current prices the highest of record.

BUFFALO, N. Y.—At a meeting of the New York State Feed Men's Ass'n here recently it was decided that the 3 per cent freight tax be included in the quotation of delivered prices.

CORDELE, GA.—The Empire Cotton Oil Co. will install machinery for the manufacture of velvet bean meal for commercial purposes and for the grinding of beans in the pod for farmers' own use.

ADULTERATION AND MISBRANDING is charged in criminal information filed against the Early & Daniels Co., Cincinnati, O., in the U. S. District Court. The product is known as "Tuxedo Old Process Oil Meal."

A MAXIMUM PRICE of £19 has been set on linseed cake by the British food controller. The present maximum is £22 to £23 per ton. Fine offals are fixed at £14 per ton against the present market price in some districts of £17.

DENVER, COLO.—The interests of Messrs. Giddings, Kirkland and Bauder in the Western Alfalfa Milling Co. have been sold, the headquarters being removed to Denver, while the Giddings Mfg. Co. will manufacture alfalfa mill machinery, with headquarters at Fort Collins, Colo.

MISBRANDING of chicken feed is charged by Perry B. Miller, Federal district attorney, on a product put out by the Scottsburg Milling Co., of Scottsburg, Ind., handled by the Ritter-Hennings Co., of Louisville, Ky. The feed contained less fat and protein than marked on the sacks.

ALFALFA MEAL, in the opinion of the bureau of chemistry is "composed of ground alfalfa hay. A product composed in whole or in part of ground alfalfa straw (i. e., alfalfa from which the seed has been threshed) is regarded as adulterated and misbranded if sold as alfalfa meal."

THRU ITS GRAIN DIVISION the Food Administration will co-operate with and supplement the machinery now at work on the problem of providing feeding stuffs for live stock in the southwestern drouth areas. Agents of the Department of Agriculture also will aid in the work of collecting and distributing supplies. Grain and forage must be furnished for about 1,000,000 head of cattle. Shipment of the stock out of the country is not considered a practicable solution as sufficient stock cars are not available.—Food Administration.

A NEW FEED MILL will be established at the Barron wharves in East Oakland, Cal., by Silverman & Greenberg, of San Francisco. The plant will be equipped to handle 500 carloads annually. The grain will be brought in by barge, milled for market and shipped out by rail. A five year lease was taken on the premises selected.

PROFESSOR E. V. MCCOLLUM of the Wisconsin Experiment Station washed milk fat with 20 successive portions of water, and found that the fat so washed utterly failed to produce growth even when fed with a suitable diet. Change to unwashed milk fat was followed by a prompt resumption of growth. Evidently a growing animal needs more than is specified by the chemical analysis on the label of a bag of feed. Many scientists are now hot on the trail of the elusive "vitamin" or "Fat-soluble A."

GROUND COTTONSEED HULLS, in the opinion of the bureau of chemistry, is a product made by grinding cottonseed hulls and should be labeled and sold as ground cottonseed hulls. "The use of such a label as 'Cottonseed hull bran' is regarded as misleading on the ground that it indicates that the product corresponds to the well-known bran of wheat. A label such as 'Cottonseed feed' is also regarded as misleading in that it indicates that the product is a mixture of cottonseed meal and cottonseed hulls."

INSPECTION CIRCULAR No. 5, by L. A. Fitz and A. E. Langworthy, entitled "Feed Registration under the Kansas Feeding-stuff Law," defines methods of registration, labeling and fees, gives commercial definitions and standards, standards of minimum guarantees to secure classification as feed of fair quality; results of analysis of feeds and a tabulated list showing the names and addresses of manufacturers of feeds registered up to Sept. 1, 1917, and the guarantees they give of the food values of their products.

Pit Trading and the Department of Justice.

Robert W. Childs, assistant attorney general of the Federal Department of Justice, at Chicago, recently had before him several members of the Chicago Board of Trade, among them Samuel Mincer, Jas. A. Rankin, John H. Scoville, Fred S. Lewis, C. B. Pierce and Arthur S. Jackson, in an investigation declared by Mr. Childs to be "for the purpose of determining whether or not this is artificial speculation for the purpose of influencing the prices of corn and oats futures. Illegal speculation which has nothing to do with the sound economic trade should be stopped."

On behalf of the Board Acting Pres. John R. Mauff has given out the following statement:

The board has never permitted the use of its machinery for any purpose detrimental to the welfare of producers or consumers. With the war greater responsibilities had to be assumed and its officers have in every way co-operated with President Wilson and the food administration to in no way hinder the movement, unduly enhance or depress values of foodstuffs, or in any way give aid or comfort to the enemy.

Any violation of these ethics have been isolated cases, and not done with any wrong intent or desire to defy or frustrate the policy of President Wilson and his food administration.

MORE THAN 800,000 tons of sugar lie in the warehouses of Java waiting for ships, showing the ship shortage extremity.

Concrete Country Elevator.

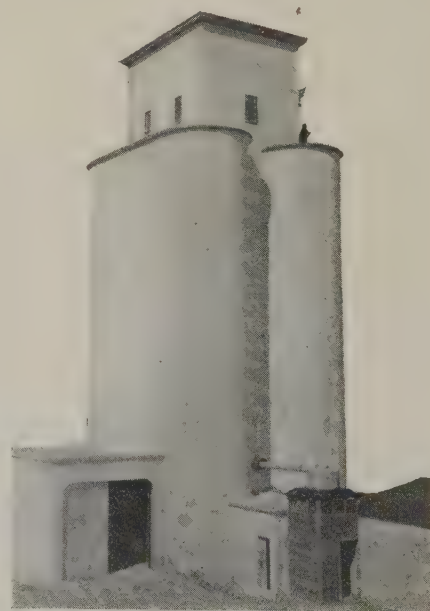
The new elevator of the Hardman Lumber Co., at Wakeeney, Kan., is of concrete construction and more completely equipped than the general run of country elevators. Its substantial construction is shown in the fotograf and the convenient arrangement by the elevation and ground plans reproduced herewith.

The building is 46x48 ft., extends 24 ft. below ground and 80 ft. above ground, and has a capacity of 35,000 bus. Distant 100 ft. from the elevator is the office building. The plant is adapted to handle all the crops grown in the locality, which are wheat, corn, rye, oats and barley.

The four large cylindrical bins have a capacity of 5,400 bus. each, two of the interstices or overhead bins have a capacity of 2,400 bus. each, besides which are 4 smaller interstice bins, cleaning bin, screenings bin and double dump bin of 2,000 bus. capacity. The cylindrical bins are 13 ft. outside diameter, 64 ft. high, with 6-inch walls, all bins hoppers 45 degrees. The four cylindrical bins center with the cupola, which is 17 ft. 6 ins. by 22 ft. 6 ins., and 20 ft. high, and as the end walls of dump building and engine room likewise center with the cylindrical bins the plant has a very symmetrical appearance. The loading spout has sufficient pitch to insure the loading of the largest cars without shoveling. All steel and iron work inside is painted light gray; and all walls and ceilings are painted white with cold water paint. All outside walls are painted with white cement, while all cornices and window sash are painted black, giving a pleasing appearance.

The sign, "Hardman Lumber Co.," on the railroad side is made of zinc letters 15 ins. high, fastened on the concrete wall with screws and expansion lugs, and finished in gold leaf, as is the gold ball on the 30-ft. flagstaff on top of the cupola.

All the machinery is driven by electric motors, and a gasoline engine is provided. The equipment includes an all steel, Van Ness Manlift, running from bottom of pit head floor; steel dump with automatic control, dump rails covered with rubber belting on top to prevent



New 35,000-bu. Concrete Elevator of Hardman Lumber Co. at Wa-Keeney, Kan.

horses from slipping; one steel elevator leg with 12x7 cups, driven by 48-inch head pulley, and having a capacity of 3,000 bus. per hour; one Hall Distributor; 1,500-bu. Richardson Automatic Scale; one counterbalanced, disc oiled, ball bearing Eureka Separator of 1,500 bus. capacity, with dust collector; one car puller in engine room; and one suction fan taking dust from pit and boot, floor sweeps in pit and on work floor. All the grain and dust spouts are of steel. This up-to-date plant was designed and erected by Frank Kaucher.

Nebraska Farmer Dealers at Omaha.

The annual convention of the Nebraska Farmers Co-operative Grain & Live Stock State Ass'n was held in Omaha, Nov. 13, 14 and 15.

The opening session was called to order by Pres. J. S. Canaday, Minden.

E. V. Parrish, sec'y of the Omaha Commercial Club, welcomed the dealers to the city, and the response for the Ass'n was delivered by Guy F. Briggs, Coleridge.

The minutes of last year's meeting were read by Sec'y J. W. Shorthill, York, and approved.

Sec'y Shorthill read his annual report, from which we take the following:

Secretary's Report.

There are now in business in Nebraska, according to our reports that have come to our office, a total of 345 farmers' elevator companies of all kinds. Of these, 251 are common farmers' elevator companies, 67 are largely or entirely Farmers' Union, 25 are Equity Union and one a Grange Elevator Company. This is a net increase in the total number over last year of 19 companies, nearly all of which have been in the ordinary farmers' elevator class.

The actual membership of this associa-

tion is now 190 companies of all kinds, 35 new members having joined during the past year.

Grain Storage: The grain storage law in the past has been avoided by means of a clause which made it inapplicable in case of a contract. The law is so amended that any grain held for any party for a period of more than ten days on any kind of a contract is defined as stored grain, and the holding of grain in such a way by any elevator operator automatically makes it necessary for that elevator operator to take a state license. The storing of grain in country elevators has always been a bad practice for all parties concerned and country elevator operators ought to be glad of this very good excuse to rid the trade of this custom. The proper policy for the farmers' elevator company to follow is to obey this law and not store grain beyond the ten days allowed, and to insist that the competitors do the same thing or else take out a state license and collect the charges, which will largely eliminate the unfair competition that has resulted from free storage in the past, a policy which some dealers have adopted in order to get business that they could not get in any other way.

Price Fixing: Your secretary was connected with the movement which placed the guarantee of \$2 per bushel in the bill passed by Congress. This guarantee is as high as it was possible to secure from Congress and is to his mind as high as it ought to be. He was also a member of the committee of twelve that determined what the price of the 1917 crop of wheat should be, \$2.20 for No. 1 wheat at Chicago. There are some farmers who are dissatisfied with these prices, but had it not just happened that prices were higher previous to the fixing of these prices the wheat growers of this country would have been universally satisfied with them.

Railroad Claims: One very important matter that has been left over from last year incomplete is the collection of some railroad claims that have not yet been paid. It appears that they will not be paid without suit, and all has been done that can be done except to resort to that method of collection. The ass'n has always stood ready to do what it could in assisting in the collection of claims of this class, but the members have never yet indicated whether it was their desire that the ass'n become a party to a lawsuit for its members in the collection of claims. This should be decided by this convention.

Membership Fees: Some fixed method must be adopted that will give our members an assurance of what is expected of them in any year and that will also give those who have the work in hand some indication of how much they are to have to use. This matter of the method of raising finances is now a question in every state. In Illinois the plan has been adopted to charge members twenty cents per car in addition to the present annual dues of \$20. This plan has the merit of tending to adjust the dues in proportion to the amount of business done by each company, but we fear that is open to the objection that it may drive out of or keep out of the ass'n those companies that do a very large volume of business just as the plan of so much per member for each company did in the original plan of this ass'n. On the other hand a uniform fee of the same amount to all members does not seem to be just fair to the small company, and it is not, but when the relative smallness of the fee is considered this is a matter of very minor importance. The strong point in its favor is its simplicity. Placing in operation some fixed plan for raising these funds will probably not take any more money from our companies for the total work done, but it will equalize the burden much more than the method used in the past has done, and it would be much more satisfactory to all concerned.

H. T. Clark, attorney for the Omaha Grain Exchange, gave an address on "The Revenue Tax and the Grain Trade" explaining the application of the law to the grain dealer's business.

H. J. Besley, Federal Grain Supervisor, Washington, D. C., spoke on "The Wheat Grades."

The address by Mr. Besley was followed by a talk on the same subject by George B. Powell, chief inspector of the Omaha Grain Exchange. In the course of his address Mr. Powell took occasion to caution the managers against putting a large quantity of soft corn into store.

The Managers' Session.

The first speaker at the managers' meeting was Frank M. Myers, sec'y of the Farmers Grain Dealers Ass'n of Iowa, who spoke on "The Manager," showing the qualifications which he must have to become successful, and warning against some of the mistakes which he is likely to make.

At the close of Mr. Myers' address some time was given to the discussion of various questions which relate to the manager's work.

Chas. E. Eckerle addressed the meeting briefly, and J. W. Shorthill made an appeal to the managers to be faithful in their work.

Wednesday Afternoon Session.

Prof. Burr, of the Nebraska State University, addressed the convention on agricultural questions peculiar to the state, pointing out the need for crop improvement, and showing that the manager of each farmers' elevator company can render valuable service in this work.

Chas. T. Neal, Omaha agent of the Food Administration Grain Corporation, spoke upon "The Work of the Grain Corporation."

The following officers were elected for the ensuing year: Pres., J. S. Canaday, Minden; Vice-pres., Guy Briggs, Coleridge; Sec'y-Treas., J. W. Shorthill, York. In addition to the officers, E. P. Hubbard of Juniata and E. B. Daley of Merna were elected to compose the board of directors.

The Thursday morning session was addressed by H. G. Taylor, of the State Railway Com'n, who spoke on "Probable Transportation Conditions in the Near Future."

"Rules were made by the recent legislature to regulate the distribution of empty cars," he said, "but on account of the national control the state com'n has deferred the promulgation of rules to effect this regulation. This does not nullify the law and it will be enforced by the com'n in places where special attention is required."

The business of the convention was concluded at the Thursday afternoon session and the following resolutions were adopted:

RESOLUTIONS.

Federal Grades.

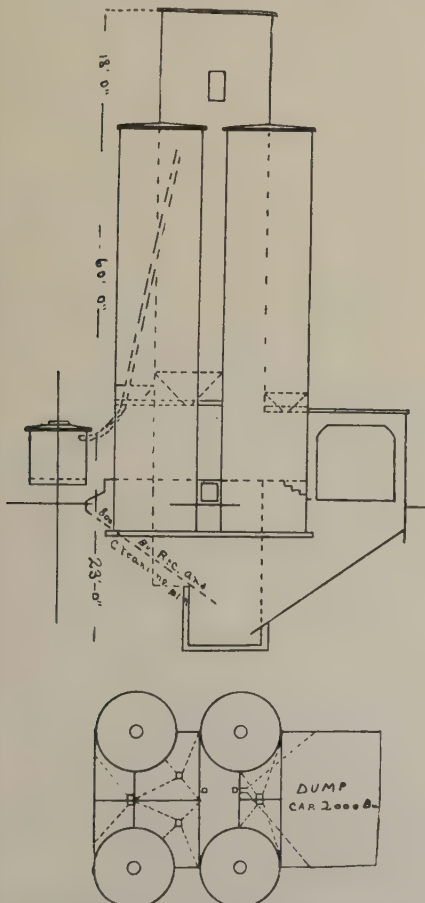
While causing some inconvenience, the same being largely due to a misunderstanding by the public and grain buyers, we believe that when the rules are better understood and properly applied that they will prove very beneficial to all concerned. Therefore, we commend our national government for the establishing and supervising of the federal grades.

Unfair Competition.

Reports of unfair competition are becoming more numerous since the commission rates at the terminal market have been generally raised, making it possible for a company that operates both country elevators and a business at the terminal market to violate the antidiscrimination law more profitably, and since in some of our terminal markets commission men have been denied representation on the board of directors we recommend that unless the attorney general takes prompt action in the former cases and that the latter cases be voluntarily cared for by the exchanges and that the commission men, who are our direct representatives, be given more consideration, we recommend the organization and establishing of our own commission firms.

Other resolutions were adopted expressing a desire for harmony between ass'ns of farmers elevators, opposing the increasing of freight rates, and thanking the business organizations of Omaha for the assistance which they had rendered in making the convention a success.

Adjourned *sine die*.



Cross Section and Bin Plans of Elevator at Wa-Keeney, Kan. [See Facing Page.]

Grain Trade News

ARKANSAS

Dardenelle, Ark.—The Dardenelle Feed & Grain Co. is erecting a brick building and will install a 25-bbl. Midget Marvel Mill, a feed grinder and a corn sheller.

Little Rock, Ark.—The Tom Hill Grain Co. has filed notice of its intention to dissolve as a corporation. The business will be conducted as a partnership under the name of the Bush-Hill Cash Grain Co., with Gus Bush, formerly of Conway, as mgr. Mr. Bush has bot an interest in the business.

ARIZONA

Phoenix, Ariz.—The grain and milling business of the Valley Flour Mfg. Co. has been consolidated with that of the Phoenix Flour Mills and the combined business will be conducted under the name of the latter firm, which has been reorganized with capital stock of \$250,000. Frank Viault is pres. and gen'l. mgr. and R. V. Naylor sec'y-treas. of the company.

CALIFORNIA

Sacramento, Cal.—Frank H. Sherwood, of the seed and grain brokerage firm of F. H. Sherwood & Co., died recently at the age of 38 years.

Port Costa, Cal.—A glass test tube, containing an explosive, was recently found in a sack of grain at the warehouse of the California Wharf & Warehouse Co., where nearly a year's accumulation of grain is stored.

CANADA

Truax, Alta.—The Southern Grain Co. has been incorporated.

Saskatoon, Sask.—The Monarch Grain Co. has been incorporated.

Winnipeg, Man.—The Canada Atlantic Grain Co. has been incorporated.

Fort William, Ont.—The Roy Mfg. Co. has erected a 65,000-bu. elvtr. at a cost of \$75,000.

Shellbrooke, Sask.—The elvtr. of the Saskatchewan Elvtr. Co. was destroyed by fire Nov. 16. About 8,000 bus. of grain were burned, and two freight cars were also consumed.

Petersboro, Ont.—The \$3,000,000 reinforced concrete elvtr. which is being erected by the Quaker Oats Co. is nearing completion. On Nov. 17 the Engineers Club of Petersboro inspected the plant under the guidance of officials of the Canadian Leonard Construction Co., which has the contract, and at the week-end dinner of the Club which was held afterward Mr. Basler, of the Canadian Leonard Construction Co., delivered an address on the design of the concrete portions of the plant.

Transcona, Man.—The Canadian Government Railways is completing a 1,000,000-bu. reinforced concrete elvtr. here as another link in the chain of grain handling plants to care for the crops of Western Canada. The elvtr. is to be used as a cleaning and transfer house, its facilities being designed especially for this work. The plant consists of a working house, 106x60 feet; a track shed, 104x69 feet; storage house, 136x90 feet; drier house; boiler room and transformer house. The working house is equipped with 4 main legs, a drier leg, screenings legs, transfer leg and 3 double cleaning legs. There are four 2,000-bu. hopper scales, 8 No. 11 warehouse separators, 2 No. 972 Northwestern Separators, 1 No. 8-A flax separator and 1 No. 9 screenings separator. The Huntley Mfg. Co. is furnishing the cleaning equipment. The plant is electrically operated.

Windygates, Man.—The elvtr. of Gjvere & Powers has been completed and it is now in operation.

Regina, Sask.—J. A. Maharg, of Moose Jaw, was re-elected pres. of the Saskatchewan Co-operative Elvtr. Co., at its election Nov. 21, and Geo. Langley was re-elected vice-pres. Chas. A. Dunning, who had been gen'l mgr. of the company, retired to accept a portfolio in the Saskatchewan cabinet.

COLORADO

Seibert, Colo.—The new elvtr. of Stimson & Co. is now in operation.—X.

Brush, Colo.—The Colorado Mfg. Co. is building a 50,000-bu. concrete elvtr. with frame warehouse and office attached.

Frederick, Colo.—The Longmont Farmers Mill & Elvtr. Co. has placed its recently completed elvtr. in operation.—X.

Flagler, Colo.—The Flagler Equity Co-operative Ass'n has voted to buy the Eckert Bros. Mill, which it has been operating under lease.

Colorado Springs, Colo.—A small brush fire recently threatened the plant of the H. A. Robinson Grain Co., but it was extinguished with but little damage.

Gowanda, Colo.—Work is progressing rapidly on the elvtr. of the Longmont Farmers Mill & Elvtr. Co. It will be about 2 months before it is completed.—X.

Brush, Colo.—Work on the elvtr. of the Brush Mfg. & Merc. Co. has been delayed on account of the scarcity of labor. Water which accumulated in the pit while work was not in progress caused the foundation to cave in.

Hayden, Colo.—The 10,000-bu. elvtr. and warehouse which we are building is nearly completed and will be ready to receive grain soon.—The Hayden Co-operative Elvtr. Co., James D. Funk, mgr.

Ft. Collins, Colo.—There is no bean elvtr. at this station. Elvtrs. are operated by the Moody-Warren Commercial Co., the Longmont Farmers Mfg. & Elvtr. Co., the Ft. Collins Roller Mills, the Poudre Valley Elvtr. Co., and the Hoffman Mfg. Co.—X.

IDAHO

Ririe sta. (Iona p. o.), Ida.—The Ririe Mfg. & Elvtr. Co. incorporated; capital stock, \$25,000.

Jerome, Ida.—The Jerome Mfg. & Elvtr. Co. is building a 200-bbl. mill which it will operate in connection with its elvtr.

Weiser, Ida.—The reinforced concrete mill and elvtr. which the Weiser Mill & Elvtr. Co. is building is practically completed and will be placed in operation soon.

ILLINOIS

Bethany, Ill.—The Bethany Grain Co. is building new corn cribs.

Saybrook, Ill.—The Horner-Gyles Grain Co. is installing a drier at its elvtr.

Neeleyville, Ill.—Albert Weiss is now mgr. for the Farmers Elvtr. & Supply Co.

Dana, Ill.—An elvtr. is being built by H. Klendworth and J. G. Vissering.—M. F. Bane.

Earlville, Ill.—G. A. Cope has been re-employed as mgr. for the Earlville Grange Elvtr. Co.

Gifford, Ill.—Wood Bros. have received material for use in building an addition to their elvtr.

Middletown, Ill.—The Middletown Grain & Coal Co. is building additional corn cribs at its plant.

Sadorus, Ill.—The elvtr. of DeLong Bros. has been remodeled, a cleaner and drier being installed.

Cropsey, Ill.—On Nov. 6 we increased our capital stock from \$10,000 to \$30,000.—Cropsey Elvtr. Co.

Carlinville, Ill.—H. I. Masters has sold his elvtr. to A. C. Brown, who will continue to operate it.

Waverly, Ill.—I will succeed Hairgrove & Harrison in the grain business at this place.—E. T. Harrison.

Lowder, Ill.—I will succeed Hairgrove & Shearburn in the grain business here.—E. T. Harrison, Waverly.

Caton Farm sta. (Minooka p. o.), Ill.—John Kingler has accepted a position with the Plainfield Grain Co.

Taylorville, Ill.—I am sec'y-treas. of the recently incorporated Farmers Grain & Produce Co.—R. C. Neff.

Cairo, Ill.—J. E. Clutts, formerly with the Scudders-Gale Co., is now sec'y-treas. of the Cairo Elvtr. & Mill Co.

Forest City, Ill.—Machinery is now being placed in the concrete elvtr. being erected by the Forest City Grain Co.

Oakford, Ill.—The McFadden Grain Co. is installing equipment at its corn cribs to assist in the unloading of the grain.

Fairbury, Ill.—The Farmers Grain Co., at the recent meeting of its stockholders, voted Mgr. T. D. Karnes a present of \$200.

Tucker sta. (Bourbonaise p. o.), Ill.—The new elvtr. of the Farmers Elvtr. Co., of Manteno, has been placed in operation.

Collison, Ill.—A meeting of the stockholders of the Collison Grain Co. was held Nov. 20 to consider a plan to dissolve the corporation.

Milford, Ill.—The Milford Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Gilbert Vennum, F. M. Endsley, John G. Tuller.

New Berlin, Ill.—The Illinois Central Grain Co. has taken possession of the Twist Elvtr. which it recently purchased, and will build an office.

Tuscola, Ill.—William Foote, a member of the firm of Chambers & Foote, has removed to this place from Sadorus to take charge of the elvtr. here.

Cairo, Ill.—The Hastings-Stout Co. is doing its bit toward conserving the fuel supply, having offered cobs free to all who will haul them away.

Taylorville, Ill.—The Farmers Grain & Produce Co. plans to have the elvtr. which it will build ready for operation by the time the corn is ready to handle.

Winchester, Ill.—The Farmers Elvtr. & Merc. Co. has installed a 35-h. p. electric motor in its elvtr. to take the place of the gasoline engine which had been in use.

Valmeyer, Ill.—The elvtr. and milling business of the Salt Lick Mfg. Co. has been consolidated with that of the Schoening-Koenigsmark Mfg. Co., of Prairie du Rocher.

Fogarty Siding (Lincoln p. o.), Ill.—Fred W. Council, who was mgr. for this company, has moved to Warsaw. W. D. Coogan is now mgr. for this company.—Farmers Grain & Coal Co.

Ocoya, Ill.—Additional stock in this company is being sold and a proposition to re-organize under the co-operative plan may be placed before the stockholders.—Farmers Elvtr. Co., H. H. Roseman, mgr.

Richland, Ill.—John Vortman, of Arnold, is now mgr. for the Richland Farmers Elvtr. Co., having succeeded Edward Munson who resigned and moved to New Berlin where he is engaged in the grain business.

Fisher, Ill.—N. J. Walker narrowly escaped injury recently at the elvtr. of Vennum & Gilmore when a metal spout used to convey grain from the distributor to a bin became loosened and fell to the ground floor of the building. The spout just touched his right shoulder, but if it had passed a few inches closer the injury would probably have been quite serious.

Riola, Ill.—Paul Kuhn & Co. is building an addition to its elvtr.

Peoria, Ill.—The directors of the Board of Trade have adopted a resolution requiring that on all grain or other commodities bot to arrive basis Peoria terms the war revenue tax shall be paid by the seller.

Waverly, Ill.—The elvtr. owned by W. R. Turnbull was burned Nov. 9, about 5,000 bus. of corn and wheat being destroyed. The origin of the fire is not known, but it is believed to have been incendiary. Loss, about \$15,000.

Sadorus, Ill.—William Foote, who has had charge of the elvtr. for Chambers & Foote, of which firm he is a member, has removed to Tuscola to manage the firm's elvtr. there. He is succeeded here by Arthur Goers.

Washington, Ill.—A horse and delivery wagon was stolen from the Washington Mill & Elvtr. Co. recently. A reward of \$100 has been offered for recovery of the outfit and conviction of the thief, or \$25 for the return of the outfit alone.

Sidney, Ill.—Fay R. Best, who formerly managed an elvtr. here, and who was convicted on a charge of embezzlement, has been admitted to probation. He was paroled on condition that he furnish a bond of \$2,500 as security against his leaving the state without consent of the probation officer, that he report to the latter at least once a month, that he pay the costs of the case and that he make full restitution to those who lost by his act.

Owaneco, Ill.—John Honefenger, of the Honefenger Grain Co., and Henry Barrett, of the grain firm of W. H. Barrett & Bro., were injured Nov. 8 when an automobile in which they were riding was overturned in a ditch. Mr. Honefenger was driving the car, and the accident occurred when he was blinded by the undimmed headlights of an approaching car that failed to give him sufficient room for passage without swerving into the ditch. Both of the men were severely bruised, and Mr. Honefenger suffered 2 broken ribs.

CHICAGO NOTES.

Joseph P. Griffin, pres. of the Board of Trade, has gone east for a rest. He expects to spend considerable time at Atlantic City.

A hearing on suggested changes in the corn and wheat grades will be held Dec. 4 at the Morrison Hotel by Chas. J. Brand, chief of the Bureau of Markets, U. S. Dept. of Agriculture.

The Board of Trade "Smoke Club" has collected over \$2,700 to be used in purchasing tobacco and similar comforts for soldiers and sailors and several shipments have been made.

Norman H. Ferrin, a member of the Board of Trade, and a member of the firm of Massey & Perrin, died Nov. 20 following an operation for appendicitis. Mr. Ferrin was well known about the Board, having begun his service there as a telegrapher about 30 years ago.

An auction was held at the Board of Trade Nov. 24 for the purpose of selling tickets to the Camp Grant-Camp Custer football game which will be played Dec. 1. The auction was made the occasion for a patriotic celebration, and \$5,700 was realized from the ticket sale.

The payment of the transactions stamp tax on transferred trades was considered at a meeting of traders Nov. 21. While no action was taken it is likely that most of the transfers will be eliminated and a record kept that will avoid any controversy with the collector of internal revenue.

Effective Dec. 1 the price of daily and weekly offers will be increased 15c per 1,000 bus. on oats and 25c per 1,000 bus. on corn. The directors of the Board of Trade took this action on the recommendation of a special committee so that the tax paid by the indemnity seller would be offset by an increase in the price.

Howard Throckmorton, Burton F. Hales and Scott F. Evans have been admitted to membership in the Board of Trade.

John R. Mauff, vice-pres., and acting pres., of the Board of Trade, issued the following advice to members Nov. 17: Until further notice members are requested not to apply for licenses until the officers of this Ass'n ascertain definitely just what the government requires. Expect full report from committee early next week.

A special meeting of the board of directors of the Board of Trade was held Nov. 19 to receive the report of the committee, consisting of A. V. Booth, Geo. E. Saunders, A. F. Lindley, Adolph Kempner and Attorney Henry S. Robbins, which had gone to Washington to confer with the commissioner of internal revenue on the war stamp tax and food administration license questions. The committee reported that 2 conferences had been held with the commissioner and his representatives, but that no definite decision was rendered. It was decided that Adolph Kempner should return to Washington Nov. 20 to secure more definite information.

INDIANA

Middletown, Ind.—Walker & Son have installed a 6,000-bu. drier at their plant.

Lowell, Ind.—The Nichols Grain & Hay Co. has increased its capital stock from \$10,000 to \$30,000.

Plainville, Ind.—Mr. Reeves, formerly of Washington, is now grain buyer for the Plainville Mfg. Co.

Jamestown, Ind.—Willis A. Kelsey has accepted a position with the Farmers Co-operative Elvtr. Co.

Fowler, Ind.—W. W. Evans, a grain dealer of this place, was married Nov. 14 to Miss Blanche Harris.

Francesville, Ind.—A 52-ft. steel flag pole has been placed on the elvtr. of the Crabbs-Reynolds-Taylor Co.

Ft. Wayne, Ind.—We have installed a Hess Drier at our elvtr. and it is now in operation.—The McMillen Co.

LaFayette, Ind.—I have removed from Fowler to this place, and I am now mgr. of the local office of E. Lowitz & Co.—A. E. Hartley.

Milford, Ind.—The Milford Grain & Mfg. Co. has been sold to the Milford Investment Co., George Felkner being in charge of the plant for the new owner.

Fowler, Ind.—I am no longer in business for myself, but am now mgr. of the branch office of E. Lowitz & Co. at LaFayette.—A. E. Hartley, LaFayette.

Belshaw, Ind.—The Belshaw Farmers & Gleaners Elvtr. Co. incorporated; capital stock, \$30,000; incorporators, Bernard F. Carlin, Geo. H. Ebert, Leroy Hayden and others.

Linn Grove, Ind.—Farmers in this locality have organized a co-operative ass'n to deal in grain and live stock and articles of incorporation have been filed. Troy Huey and W. B. Burke are active in the organization of the ass'n.

Milroy, Ind.—The plant of the Enterprise Mfg. Co. which recently went thru bankruptcy proceedings, has been sold by the trustee to the Acme-Evans Mfg. Co. of Indianapolis, for \$13,000. The new owner will begin operating it immediately. Jesse Anderson, formerly of Sandusky, will be mgr. of the elvtr.

Reagan sta. (Frankfort p. o.), Ind.—The elvtr. which is being erected by the Reagan Grain Co. is nearing completion. The main building is 32 feet square and 100 feet high, its storage capacity being 40,000 bus. One wing which is 20x62 feet is divided into an office, a seed room and an engine room, and a 20x60-ft. crib of 10,000 bus. capacity is attached to another side of the main building. The equipment of the plant includes a corn sheller, cleaner and automatic scale. The company has its own switch track, the plant being located on private land, and the total cost was about \$25,000.

Goshen, Ind.—The Elkhart County Farmers Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, C. F. and Samuel Hoover, Edgar D. Logan and others.

Belshaw sta. (Lowell p. o.), Ind.—The elvtr. of F. C. Brown & Co. has been sold to the Farmers & Gleaners Elvtr. Co., possession being given Nov. 15. I have contracted to remain as mgr. for the company for the next year.—F. C. Brown.

INDIANAPOLIS LETTER.

The Farmers Elvtr. Co., Kempton, has been elected to membership in the Indiana Grain Dealers Ass'n.—Chas. B. Riley, sec'y.

The Merchants Hay & Grain Co. has moved its offices to 627 Board of Trade building and the Urmston Grain Co. has moved into its new offices at 622 Board of Trade building.

Grain dealers from central Indiana met with members of the Board of Trade Nov. 16 for the purpose of discussing methods of handling the corn crop and to consider other problems now confronting the trade. The consensus of opinion was that the farmers should be urged to leave frost damaged corn standing as long as possible to give it an opportunity to dry.

The Indiana Grain Dealers Ass'n is preparing to start a campaign with the help of county agricultural agents and bankers to organize seed corn committees in each community in order to assure a sufficient supply of good seed corn for next year. The movement will be conducted on a co-operative plan, and the committees will select the best corn available and store it during the winter in proper places.

IOWA

Zearing, Ia.—R. J. Pulley is erecting a corn elvtr.

Gillett Grove, Ia.—John Gloetzal is now agt. for DeWolf & Wells.

Webb, Ia.—The elvtr. of Davis & Geives is to be repaired in the spring.

Farnhamville, Ia.—The elvtr. of H. F. Dohrman is being remodeled and enlarged.

Knoke, Ia.—John Knoke, who owned an elvtr. here for several years, died Nov. 9.

Eagle Grove, Ia.—The Farmers Elvtr. Co. is building a new office and warehouse.

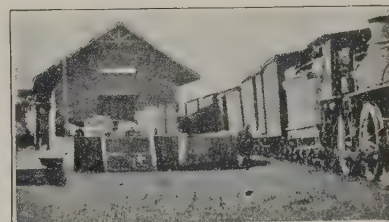
Rippey, Ia. — C. A. Garvin, a former grain dealer of this place, died recently at Long Beach, Cal.

Manson, Ia.—Construction work is progressing rapidly on the addition to the elvtr. of Hakes & Nelson.

Onawa, Ia.—The report that a new elvtr. is being built here is incorrect. No new elvtrs. are contemplated.—X.

Iowa Falls, Ia.—The Kunze Grain Co. has built a large concrete unloading dock along the track near its elvtr.

Henderson, Ia.—W. H. Harbor has moved into the office which he recently erected near his elvtr. and mill.



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Strahan, Ia.—Harold Peterson has resigned as mgr. for the Farmers Elvtr. Co. His successor has not been chosen.

McCallsburg, Ia.—The Farmers Grain Co. has amended its articles of incorporation, its capital stock now being \$50,000.

Leon, Ia.—The Biddison Coal & Grain Co. will install mills for grinding corn meal, feed and buckwheat flour at its elvtr.

Coon Rapids, Ia.—W. H. Line, formerly agt. for the Rothschild Grain Co., has been transferred by the company to Lenox.

Lewis, Ia.—Cornelius L. Roberts, who was formerly engaged in the grain business here, died recently at his home in Grinnell.

Adaza, Ia.—The Des Moines Elvtr. Co. is building an addition to its office, and will erect a corn storage room in connection with its elvtr.

Jefferson, Ia.—A meeting of grain dealers of this and nearby counties was held here Nov. 5 to consider methods for handling soft corn.

Lenox, Ia.—I have been transferred from Coon Rapids by the Rothschild Grain Co., and am now in charge of the Company's elvtr. here.—W. H. Line.

Cedar Rapids, Ia.—The Cedar Rapids Grain Co. is installing a drier. The building is now being erected and it is to be 17x30 feet, and 45 feet high.

Conesville, Ia.—The firm of McKee & Abbott has been succeeded by the McKee Grain Co., Mr. Abbott retiring and Mr. Jas. McKee purchasing his interest.—X.

Clarks Siding (Malvern p. o.), Ia.—We have bot the elvtr of Van Buskirk Bros., of Shenandoah, and will operate it in connection with my business at Malvern.—H. L. Aden.

Sioux City, Ia.—The Stock Yards Co. is building an elvtr. at its yards to be used in storing grain for feeding purposes. It is of reinforced concrete, 24x42 feet and 80 feet high.

Lanyon, Ia.—The Farmers Elvtr. Co. has built a new office and its elvtr. has been re-sided and re-roofed. New belts and cups, a new dump and a scale have also been installed.

Randolph, Ia.—We are remodeling our elvtr., adding a cleaner, sheller, hopper scale and an electric motor. We hope to have the plant in operation by Dec. 15.—S. T. Rhode & Co.

Kesley, Ia.—The Farmers Elvtr. Co., which was recently incorporated with capital stock of \$15,000, has let contract for the erection of an elvtr. Sander Sessler is pres., and G. C. Margretz sec'y of the company.

Clemons, Ia.—The Farmers Co-operative Co., which was recently incorporated, and of which I am sec'y, is building a 30,000-bu. hollow block elvtr., office, lumber, coal and feed sheds. A mgr. has not been chosen.—L. H. Armbricht.

Edna, Ia.—The Quaker Oats Co. has recently re-shingled its elvtr. and made other repairs. Glen Thomas has been succeeded by S. G. Harsh as agt. for the company, Mr. Harsh being transferred to Havelock.—Peter M. Nielsen, agt. The Edmonds-Londergan Co.

Ft. Dodge, Ia.—The Western Grain Dealers Ass'n held a meeting here Nov. 7 to discuss the handling of the immense quantity of soft corn that must be taken care of this fall and winter. Dealers from Iowa and parts of Minnesota and South Dakota were in attendance.

Corwith, Ia.—Peter Hatterscheid, the Corwith grain dealer who disappeared a few months ago has returned, and it is understood that he is critically ill. His business affairs are in the hands of the bankruptcy court and it is said that all indebtedness will be paid and that money will be left. It appears that he went to Cuba, and tho his object in doing so is unknown it is presumed that he hoped to be able to reach Germany from there.

Wall Lake, Ia.—An 8-in. belt conveyor has been installed by Wm. Claussen in his pop corn crib. It is driven by a 5-h.p. electric motor and will make it possible to fill the 400,000-lb. crib to the roof.

Havelock, Ia.—S. G. Harsh, formerly agt. for the Quaker Oats Co., has been transferred to Edna, where he is now in charge of the company's elvtr., and Glen Thomas, formerly of Edna, has been transferred to Havelock.—Peter M. Nielsen, agt. The Edmonds-Londergan Co., Edna.

Ogden, Ia.—The recently incorporated Farmers Co-operative Elvtr. Co. has engaged in the business of handling grain, live stock and coal with F. O. Ray as mgr. and James Prichard as ass't mgr. Alvin Treloar is pres. and Arnold Boehm sec'y of the company.

KANSAS

Kiowa, Kan.—Earl Diauton is now mgr. for the Bowersock Mills & Power Co.

McFarland, Kan.—Geo. Noller has completed his elvtr. and it is now in operation.

Athol, Kan.—The Athol Co-operative Grain Co. is building an addition to its office.

Muscotah, Kan.—Kurt Hoffman, of Amarillo, Tex., is now mgr. for the Farmers Elvtr. Co.

Mankato, Kan.—The Home Grain Co. is considering plans for the erection of a large elvtr.

Bendena, Kan.—L. B. Howard has completed repairs to his elvtr. and it is again in operation.

McPherson, Kan.—The Wall-Rogalsky Mlg. Co. has completed a frame warehouse and corn mill.

Norway, Kan.—Chas. O. Hugos has resigned his position as gen'l mgr. for the Norway Elvtr. Co.

Salina, Kan.—I have closed my grain office, and will probably not open it until the close of the war.—E. L. Rickel.

Atchison, Kan.—The Blair Mlg. Co. will build a 1,200-h.p. power plant to furnish power for operating its elvtr. and mills.

Schroyer, Kan.—H. W. Kueker, formerly of Niles, is now in charge of the elvtr. for the Farmers Grain & Merc. Co.

Haddam, Kan.—On account of the failure of crops the Farmers Union Elvtr. & S. Co., of which I was mgr., has discontinued its grain business.—E. P. Lowe.

Griffith Siding (Larned p. o.), Kan.—The T. H. Urton Grain Co. will build a 15,000-bu. elvtr. here in the spring. This siding is on the Anthony & Northern.

Topeka, Kan.—The Golden Belt Grain & Elvtr. Co. expects to have the 250,000-bu. reinforced concrete elvtr. which it is building in North Topeka ready for operation about Jan. 1.

Wichita, Kan.—E. M. Elkins, local representative of the Simonds-Shields Grain Co., has been appointed to the staff of the Food Administration Grain Corporation with offices at Kansas City.

Hutchinson, Kan.—S. S. Williamson and O. F. Johns, doing business as the Williamson Grain Co., have filed suit against the Bolin-Hall Grain Co. for \$954.82, alleged to be due on a car of wheat.

McCracken, Kan.—Work is progressing rapidly on the elvtr. of the Farmers Elvtr. Co., for which contract was recently let to the White Star Co. It is hoped to have the plant completed within a short time.

Great Bend, Kan.—George Merillat, mgr. of the Moses Bros. Mills of the Kansas Flour Mills Co., will remove to Sleepy Eye, Minn., where he will have charge of the mill and elvtr. recently purchased by the company.

Ashland, Kan.—We are building a 10,000-bu. elvtr. and expect to have it completed about Mar. 1. The White Star Co. has the contract. This company is a partnership, composed of J. C. Edsall and W. A. Lonker.—Ashland Grain Co., J. C. Edsall.

Glen Elder, Kan.—We are building an up-to-date brick office, and expect to move into it soon, consolidating our mill and grain offices, which have been separate.—Kaull Mlg. Co.

Topeka, Kan.—About 200 citizens of Pittsburg have petitioned Gov. Capper to call a special session of the legislature for the purpose of submitting amendments to the constitution to make it possible for the state to take over elvtrs., coal mines and oil wells.

Hiawatha, Kan.—The Brown County Farmers Union contemplates engaging in the grain business here. Negotiations are under way with B. V. Sloan for the purchase of his elvtr., but terms have not been agreed upon, and the Union may build a house.

Coffeyville, Kan.—The Rea-Patterson Mlg. Co. has purchased the line of 15 elvtrs. of the Pacific Elvtr. Co., of Wichita. The elvtrs. are located at stations on the Missouri Pacific in Kansas. They will be managed from an office in Wichita, with I. B. Carr, formerly of Hutchinson, in charge.

Wichita, Kan.—The Pacific Elvtr. Co. has sold its elvtrs. on the Missouri Pacific to the Rea-Patterson Mlg. Co., of Coffeyville. There are 15 of the elvtrs., located at Andale, Argonia, Bayenville, Colwich, Haven, Hudson, Iuka, Larned, Mt. Hope, Preston, Radium, Ray, Stafford, Turon and Yoder. The new owner will establish an office here to operate the elvtrs., and I. B. Carr will be retained as mgr.

KENTUCKY

LaCenter, Ky.—I have sold my grain and coal business to Paul Jones, Jr.—W. M. Hall.

Lebanon, Ky.—L. Abel Collins, of Campbellsville, has bot the plant of the Modern Mill & Elvtr. Co.

Lancaster, Ky.—Walker, Lee & Hicks have taken over and are now operating the Lancaster Elvtr. & Flour Mills.

Versailles, Ky.—Cleveland & Co. have completed an up-to-date brick building equipped with machinery for elevating, cleaning and handling grain and seeds.

Louisville, Ky.—Joseph Leonard Hayes, son of D. E. Hayes, treas. of the Ballard & Ballard Co., was killed at the government aviation field at Fort Sill, Okla., Oct. 27. He was a member of the Third Aero Squadron.

Eminence, Ky.—Our mill is being operated by a 50-h.p. electric motor, another motor being used in the warehouse. Our new 30,000-bu. elvtr. consists of 6 hollow tile bins and it, too, will be operated by electric power.—Eminence Mlg. Co.

Owensboro, Ky.—A large corn sheller in the plant of the Owensboro Grain Co. was recently wrecked by some heavy scrap iron which went into the machine along with the grain. The corn was being unloaded from a car which had been loaded at Reed's Station, and about 40 lbs. of brake shoes, spikes, bolts, etc., were found in the car. Whether it was placed there to increase the weight of the shipment, or whether it was thrown in maliciously, is not known. It is said that the car was examined and cleaned before loading.

LOUISIANA

NEW ORLEANS LETTER.

New Orleans, La.—Charles G. Knight, for the past 5 years assistant to Sup't G. B. Harrison of the Westwego Elvtrs., is now in charge of the grain dep't of the J. H. W. Steele Co., Inc.

Rene F. Clerc, S. Locke Breaux, Gordon S. Orme, Charles E. Cormier and Jeff D. Hardin have been named as delegates by the Board of Trade to attend a meeting of the Interstate Inland Waterways League to be held at Corpus Christi, Tex.

Members of the congressional com'te on rivers and harbors were present Nov. 14 at the formal dedication of the new public terminal elvtr. The dedicatory ceremony was held on the top of the elvtr., and one feature of the program was the raising of the American flag that had been presented to the Port Com'n by the Board of Trade. Rene Clerc of the Board of Trade had charge of the arrangements. Pres. M. J. Sanders of the Board of Trade was in charge of the ceremonies and the flag was unfurled by Jeff D. Hardin. Afterward a luncheon was served on one of the lower floors of the elvtr.

MARYLAND

BALTIMORE LETTER.

James W. Barker has applied for membership in the Chamber of Commerce.

James S. Woodside, a retired member of the Chamber of Commerce, died recently.

The Baltimore Pearl Hominy Co. has let contract for the erection of a corn elvtr. and crib to cost about \$100,000.

The board of directors of the Chamber of Commerce, at its meeting Nov. 13, fixed the annual assessment for membership for the year 1918 at \$30, which is the same as that of recent years.

The local office of the Food Administration Grain Corporation has given notice that deliveries will be accepted up to 11:30 a. m., on Saturday, by the Corporation, instead of noon, as formerly.

A notice has been posted at the Chamber of Commerce to the effect that John T. Fahey & Co., grain exporters, have laid an attachment against 10 cars of rye in a Port Covington elvtr., account E. L. Wellman, Grand Rapids, Mich.

MICHIGAN

Twining, Mich.—The Twining Elvtr. Co. has moved its main office to Bay City.

Portland, Mich.—U. J. Maynard, pres. of the Portland Farmers Elvtr. Co., died Oct. 31.

Henderson, Mich.—The organization of a farmers co-operative elvtr. company is contemplated.

Holly, Mich.—The Holly Grain & Produce Co. has been incorporated with capital stock of \$25,000.

Woodland, Mich.—The Woodland Elvtr. Co. has been incorporated with capital stock of \$7,000.

Carson City, Mich.—The Lewellyn Bean Co. has placed its elvtr. in operation. A. E. Purdy is mgr.

Coldwater, Mich.—The mills and elvtrs. of the Coombs Mfg. Co. have been purchased by the Amendt Mfg. Co., of Monroe.

Holly, Mich.—Work is progressing on the elvtr. of the Holly Grain & Produce Co. and it is expected that it will soon be in operation.

Saginaw, Mich.—L. A. Cline, formerly mgr. for the Montrose Elvtr. Co., Montrose, is now employed by the Bad Axe Grain Co.

Bay City, Mich.—The main office of the Twining Elvtr. Co., which operates elvtrs. on the Detroit & Mackinac R. R., has been moved to this place from Twining.

Everett, Mich.—A. G. Dorwin, who has been in charge of the elvtr. of the Saginaw Mfg. Co. has removed to Montrose where he is mgr. for the Montrose Elvtr. Co.

Durand, Mich.—Our elvtr. at this station is now operated by a stock company, its name being the Durand Farmers Elvtr. Co. Our Mr. E. Judson is pres.—Judson Michiganbean Co., Fenton.

Gagetown, Mich.—We have changed our name from the Gagetown Grain Co. to the Cass City Grain Co. A new oil engine has been installed in our elvtr.—Gass City Grain Co., Robert Young, mgr.

Morrice, Mich.—We have installed a new furnace, a feed mill, and new motors, re-wiring our plant thruout. We have also built a hay barn, 26x80 feet.—Morrice Grain & Bean Co., E. B. Hepker, mgr.

Montrose, Mich.—L. A. Cline has been succeeded as mgr. for the Montrose Elvtr. Co. by A. G. Dorwin, formerly of Everett. Mr. Cline has moved to Saginaw where he is employed by the Bad Axe Grain Co.

Owosso, Mich.—L. E. Osmer has resigned his position with Fred Welch at the latter's elvtr. to accept a position in the government service under Mr. Hoover. He is succeeded by H. A. Admiral, of Saginaw.

Plymouth, Mich.—The Plymouth Elvtr. Co. has been incorporated with capital stock of \$25,000, of which \$12,500 has been paid in, and the grain business of John J. McLaren has been merged with that of the new company.

MINNESOTA

Wheatville sta. (Ada p. o.), Minn.—I am agt. for the National Elvtr. Co.—C. A. Norman.

Ortonville, Minn.—J. P. Bauer is now mgr. of the elvtr. of the North Star Boat Line.—Geier Bros.

Ashcreek, Minn.—W. F. McDowell, formerly of Worthington, is now mgr. for the Farmers Elvtr. Co.

Ihlen, Minn.—The elvtr. of the Ihlen Farmers Elvtr. Co. has been re-opened with O. T. Johnson as mgr.

Varco sta. (Austin p. o.), Minn.—The elvtr. of A. C. Brooks was destroyed by fire recently. Loss, about \$8,000.

Kensington, Minn.—The elvtr. of the Kensington Mfg. Co. is closed.—F. G. Peterson, agt. Atlantic Elvtr. Co.

Ostrander, Minn.—The report that M. Kellog is agt. for the La Crosse Grain Co. at this station is incorrect. He is not here.—P.

Le Sueur, Minn.—The Farmers Elvtr. Co. is making extensive improvements to the former Smith & Wilson plant which it recently purchased.

Emmons, Minn.—We plan to install either a new engine or electric motor, but have not decided which.—Farmers Shipping Ass'n, E. K. Tyssen, mgr.

Albert Lea, Minn.—I have moved to this place from Carson, N. D., where I was mgr. of the grain dept. of the Western Improvement Co.—James Barton.

Elliott sta. (Tenney p. o.), Minn.—There is only one elvtr. at this station. The Atlantic Elvtr. Co. has been operating it in the past but it is now closed.—X.

Lakefield, Minn.—E. P. Allison is mgr. for the Lakefield Farmers Co-operative Elvtr. Co., and I am mgr. for the Lakefield Farmers Union.—A. J. Nestrud.

Easton, Minn.—C. F. Langworthy, mgr. of the Farmers Elvtr. Co., has resigned that position and has accepted a similar one with the Farmers Elvtr. Co., of Wells.

Kandiyohi, Minn.—Peter Brown is agt. for the Atwater Grain Co., which succeeded Johnson & Gladder.—Levi V. Lund, mgr. Kandiyohi Farmers Union Elvtr. Co.

Wells, Minn.—C. F. Langworthy, mgr. of the Farmers Elvtr. Co., of Easton, has been employed as mgr. of the Farmers Elvtr. Co. here and will begin his duties Dec. 1.

Clitherall, Minn.—We have completed a 16x64-ft. coal shed, capacity 175 tons, and are now regularly engaged in the fuel business as a side line.—The Clitherall Grain Ass'n.

Atwater, Minn.—I have moved from Sanborn, where I was mgr. of the Farmers Co-operative Elvtr. Co., and am now mgr. of the Farmers Co-operative Elvtr. Co. here.—H. F. Peters.

Luverne, Minn.—John C. Mannigel, mgr. of the Coffey-Miller Grain Co., has bot the controlling interest in the company from J. P. Coffey. For the present the business will be conducted under the same name.

Clinton, Minn.—The Great Western Elvtr. Co. has succeeded the Crown Elvtr. Co., J. Kenutson being agt. for the new owner. I am agt. for the Red Wing Mfg. Co., which has succeeded the Montevideo Roller Mill Co.—C. E. Kennedy.

Porter, Minn.—I am now mgr. for G. O. Miller.—D. D. Stringer.

Moorhead, Minn.—The business of the H. L. Landblom Co. has been taken over by the recently incorporated Interstate Seed & Grain Co., of Fargo, N. D. The new company has also purchased the plant of the Schoenhofen Brewing Co.

Duluth, Minn.—The sampling buro has adopted the following schedule of fees: for sampling grain or flaxseed into cars, 75c per car; for sampling wheat and other grain into vessels, 50c per car; for sampling flaxseed into vessels, 75c per 1,000 bus.

St. James, Minn.—We have bot the elvtr. formerly owned by C. J. Imholt. The buildings have been repaired and the plant placed in condition for handling grain. Fred F. Beck is pres. of the company.—F. Beck Grain Co., O. Danielson, mgr.

Sleepy Eye, Minn.—George Merillat, mgr. of the Moses Bros. Mills of the Kansas Flour Mills Co. at Great Bend, Kan., will have charge of the mill and elvtr. which the company recently purchased at this place. A new elvtr. and warehouse will be built at once.

Hendricks, Minn.—The recent report that the Hendricks Farmers Elvtr. Co. No. 2 has succeeded Geo. P. Sexauer & Son is incorrect. The grain dealers at this point are: Hendricks Farmers Elvtr. No. 1, C. P. Christianson, mgr.; Geo. P. Sexauer & Son, A. B. Larson, agt.; Farmers Co-operative Elvtr. Co., Sam Hanson, mgr.; and Hendricks Farmers Elvtr. No. 2, of which I am mgr.—O. H. Buseth.

MINNEAPOLIS LETTER.

Russell Stair, of the Stair, Christiansen & Timmerman Co., who has been serving with an ambulance corps in France, returned home Nov. 12.

C. P. Crangle, pres. of the Western Elvtr. & Grain Co., has been named sec'y of the Red Cross, and will devote all of his time to that work.

Frank T. Heffelfinger, pres. of F. H. Peavey & Co., grain dealers, has been appointed gen'l mgr. of the Northern Division of the American Red Cross.

We have taken over the Thorpe Elvtr. Co., including its stations with our own line, and those stations are now operated under our name.—The Cargill Elvtr. Co.

The general offices of the Osceola Mill & Elvtr. Co. have been moved to this place from Osceola, Wis. C. C. Ladd, pres. and genl. mgr. of the company, is in charge of the local office.

C. A. Brown, vice-pres. and gen'l mgr. of the St. Anthony & Dakota Elvtr. Co., vice-pres. and treas. of the Brown Elvtr. Co., and a director of the Chamber of Commerce, died Nov. 9 at Chicago. Mr. Brown came to Minneapolis in 1882 and engaged in the wholesale boot and shoe business. Later he entered the real estate business, and in 1892 he became identified with the grain business.

A tentative report, written by Examiner Graham of the Interstate Commerce Com'n has been filed in Docket 9450, which relates to the complaint filed by the Minneapolis Traffic Ass'n against the increased demurrage charges which the railroads have sought to have made effective. The tariffs in question provide for a charge of \$1 for the first day after the free time has expired, \$2 for the second day, \$3 for the third day and \$5 for the fourth and each succeeding day; also providing that track storage charges shall remain at the old figure, except where the demurrage rate was \$3 per day or more. It was also charged by the Ass'n that the free time accorded at Minneapolis for the inspection and sale of grain is prejudicial against Minneapolis dealers. Examiner Graham's tentative report recommends that the complaint be dismissed, holding that the tariffs are not discriminatory or unjust. Counsel for the railroads and complainants are given opportunity to attack the report in briefs or by oral argument.

F. C. Van Dusen has been elected a director of the Chamber of Commerce to succeed C. A. Brown, who died recently.

The following requests for transfer of membership in the Chamber of Commerce have been posted: From W. A. Thomas to J. R. Martin, P. M. Ingold to A. G. Hessburg. The following memberships have been transferred: From C. T. Stevenson to C. E. Anderson, N. F. Moffitt to Oscar J. Ruh, Henry J. Lewis to Theodore Sedlmayr, Thomas B. Murray to Robert F. Nicolai, Anton Trettin to Edward L. Glaser, W. P. Bishop to John J. Crandall.

W. F. Trickett, mgr. of the Minneapolis Traffic Ass'n, in commenting recently upon the proposal of the Eastern trunk lines to cancel thru rates on oats and barley from Minneapolis to Eastern territory, said that this change in rates would be beneficial to Chicago and detrimental to Minneapolis. He stated that the Chicago market already possess advantages over this market, and that it is for this reason alone that Minneapolis is opposing the grain rate advance, which increases Minneapolis rates greater than any other market by 1c per hundred pounds.

MISSOURI

Lincoln, Mo.—The Lincoln Mills contemplate erecting a new elvtr., work to be started about Jan. 1.

Flairstown, Mo.—The elvtr. of Gallihugh Bros. has been purchased by Scott Graham and John Moore of the Graham Grain Co.

Sikeston, Mo.—A \$40,000 office building is nearing completion for the Scott County Mlg. Co., which operates an elvtr. and mill here.

Maryville, Mo.—Horace Leet has sold his grain business and elvtr. and may enter the com'isn business at St. Joseph. He is a member of the St. Joseph Grain Exchange.

KANSAS CITY LETTER.

Fred L. Ferguson, pres. of the Root Grain Co., is again at his office after an absence of 6 weeks on account of illness.

R. T. Morrison, of the Morrison Grain Co., was injured recently while working at his farm near here. He was operating a drill when a part of it broke, striking him and breaking his jaw in two places besides inflicting other bodily injuries. The injuries are not thought to be serious and it is believed that he will be completely recovered in a short time.

ST. JOSEPH LETTER.

The Aunt Jemima Mills Co. is building a 30,000-bu. frame corn warehouse.

The Midwest Grain Co. incorporated; capital stock, \$100,000; officers, John M. Flynn, pres., J. L. Frederick, vice-pres., and R. E. Hastings, sec'y-treas.

ST. LOUIS LETTER.

P. P. O'Connor, a member of the Merchants Exchange, and head of the grain firm bearing his name, is now traveling for the Food Administration.

Sec'y Eugene Smith of the Merchants Exchange has been notified by James T. Bradshaw, Grain Warehouse Commissioner of Missouri, that after Dec. 1 the Weighing Dep't will charge a fee of 50c per car for weighing grain into all public elvtrs. in the state. This is an increase of 10c per car over the present fee.

The board of directors of the Merchants Exchange adopted the following resolution Nov. 19: Resolved, That, as authorized in Rule XXI, that the provisions of Rule XIX as to wheat only be suspended and that bidding for wheat to arrive be prohibited until further notice. Be it further resolved, That section 12 of Rule IV be suspended as to the rate of commission for the sale of bulk wheat only; provided, that on all sales of bulk wheat consigned on and after the 21st day of November, 1917, the rate of commission to non-members shall be 1½c per bu., and that in addition there shall be charged the marketing expense as provided in the commission rule.

The controversy in regard to the failure to deliver corn on September contracts has been settled on the basis of \$1.67 per bu., the price fixed by the board of directors of the Merchants Exchange.

The Klosterman-Patton Grain Co. incorporated; capital stock, \$15,000; incorporators, Wm. J. Klosterman, R. P. Atwood and K. Kronsbein, St. Louis, and Max M. Patton, Des Moines. The company will engage in the grain com'ism business.

The attention of the local office of the Food Administration Grain Corporation has been directed to the serious delay in the movement of cars of grain switched from one line to another in the industrial district, and it is hoped that the Corporation may be able to bring about immediate relief.

MONTANA

Ronan, Mont.—The Montana Central Elvtr. Co. has completed a 35,000-bu. elvtr.

Glendive, Mont.—The elvtr. and mill being erected by the Glendive Mlg. Co. is practically completed.

Tabor, Mont.—The Beckwith Mercantile Co., of St. Ignatius, has completed a 25,000-bu. elvtr. at this station and it is now in operation.

Pablo, Mont.—The 35,000-bu. elvtr. of the Montana Central Elvtr. Co. has been completed and is in operation. I am in charge as agt.—E. W. Scott.

Chester, Mont.—I have removed to this place from Bison (Buelows p. o.), where I was agt. for the St. Anthony & Dakota Elvtr. Co.—Emil Reiner.

Pompeys Pillar, Mont.—The recent report that the Equity Co-operative Ass'n would build an elvtr. is incorrect, as no such firm is known here.—X.

Poplar, Mont.—The Equity Co-operative Ass'n, which operates an elvtr. here, has decided to postpone the building of its proposed mill until the fall of 1918.

Grass Range, Mont.—The Grass Range Independent Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Albert C. Anderson, pres., Paul M. Ravitch, sec'y, and others.

NEBRASKA

Minden, Neb.—The Koehler-Twidale Grain Co. is repairing its elvtr.

Leshara, Neb.—Paul Williams has been employed by the Railsback Grain Co.

Columbus, Neb.—The articles of incorporation of the Elevator Roller Mills have been amended.

Rising City, Neb.—O. M. Blevins, formerly agt. for the Dawson Grain Co., has moved to Shelby.

Dixon, Neb.—The Dixon Farmers Union Co-operative Elvtr. Ass'n has bot the elvtr. of Frank A. Wallin.

Mead, Neb.—On account of the corn being too wet and too soft to ship, Ed Fetz has closed his elvtr.

Hordville, Neb.—M. Sheppard, formerly agt. for the T. B. Hord Grain Co., has removed to Hampton.

Hampton, Neb.—The Farmers Produce Ass'n has been organized and will engage in the grain business.

Blair, Neb.—A. Sinamark has been employed as mgr. for the elvtr. of the Farmers Union Co-operative Co.

Nemaha, Neb.—The elvtr. of the Duff Grain Co. is being taken down and a new one will be erected in its place.

Hoag, Neb.—We have installed a new 16-h. p. oil engine in our elvtr.—Hoag Farmers Elvtr. Co., H. B. Hall, mgr.

Peru, Neb.—The Peru Farmers Co-operative Elvtr. Co. is building a warehouse for flour in connection with its elvtr.

Bradish, Neb.—We have re-nailed the siding on our elvtr. and have painted the elvtr. and coal bins.—Farmers Elvtr. Co.

Burr, Neb.—We have repaired the approach to our elvtr., using 2x4's placed on edge.—Farmers Elvtr. Co., J. D. Juilfs, mgr.

Cordova, Neb.—The Farmers Elvtr. Co. is building a flour warehouse.

Grant, Neb.—M. A. Brooks has resigned his position at the elvtr. of Sells & Rector and he has been succeeded by E. C. Hoffman.

Dunbar, Neb.—The Farmers Elvtr. Co. will erect a 20,000-bu. cribbed elvtr. The Birchard Construction Co. has the contract.

Spaulding, Neb.—The Spaulding Elvtr. Co. has changed its plan of business from the stock corporation to the co-operative plan.

Potter, Neb.—The Farmers Grain & Mlg. Co. and C. W. Johnson & Sons have employed a watchman to guard their elvtrs. at night.

Humphrey, Neb.—Emil Weinberger has resigned as mgr. for the Nye-Schneider-Fowler Co. and he has been succeeded by John Sanders.

Hampton, Neb.—I have resigned my position as agt. for the T. B. Hord Grain Co. at Hordville, and am now located at this place.—M. Sheppard.

Berlin, Neb.—The Farmers Union has purchased the elvtr. of W. H. Ireland, taking possession Nov. 15. Gus Roettger will have charge of the plant for the new owner.

Franklin, Neb.—We are building a 10,000-bu. elvtr. on our farm. Will feed most of the grain we buy, but any surplus that may accumulate will be shipped.—Hevner Serum Co.

Fullerton, Neb.—Members of the farmers union are organizing a company to buy or build an elvtr. here. Capital stock is fixed at \$10,000, about \$7,500 of which has been subscribed.

Swedeburg, Neb.—The Wahoo Co-operative Ass'n incorporated to deal in grain and other farm products; capital stock \$25,000; incorporators, Otto Randall, Aug. Anderson and others.

Broken Bow, Neb.—I was operating the Globe Flour Mills under lease, in connection with the elvtr. which I still have. The mill, which burned, was not insured. I will not rebuild it.—F. J. Bahr.

Benedict, Neb.—We contemplate erecting an elvtr. in the near future, but have not decided upon the plans or the material which will be used in its construction.—Farmers Grain Ass'n, W. B. McMullen, mgr.

Lincoln, Neb.—I have moved to this place from Hutchinson, Kan., where I was connected with the Central Grain Co., and will engage in the grain business under the name of the Corn Belt Grain Co.—George Noll.

Nickerson, Neb.—The report that Arthur Alexander is agt. for the Nye-Schneider-Fowler Co. is incorrect. He is, however, employed as elvtr. man, and I am agt. The Farmers Union Co-operative Ass'n has installed a new loading spout at its elvtr.—W. L. Seidel.

Genoa, Neb.—The Farmers Union Co-operative Grain & Live Stock Co., which was recently incorporated with capital stock of \$25,000, has taken over the elvtr. of the Western Grain Co., retaining Sam Kissell as mgr. Geo. T. Hodge is pres. of the company and D. S. Pearse sec'y.

Valley, Neb.—W. G. Whitmore, who has been the managing head of the Valley Stock Yards & Grain Co. for more than 35 years, has resigned, turning the business over to his sons, Jess D. and Burton C. Whitmore. In the future Jess D. Whitmore will be pres. and Burton C. Whitmore mgr. and treas. of the company.

OMAHA LETTER.

The E. Stockham Grain Co. has established an office in this city with E. A. Lucke as mgr.

F. B. Swett, formerly with the Vander-slice-Lynds Co., Kansas City, is now associated with this company, handling grain consignments for us.—The O'Donnell Grain Co.

J. A. Linderholm, Otis E. Smith and Charles H. Wright were elected directors of the Grain Exchange Nov. 14. The board of directors will elect a president to succeed Mr. Willard.

Trading in December corn was stopped by the Grain Exchange Nov. 21, and open contracts were ordered closed on the basis of \$1.28, the maximum price which had previously been set.

The Maney Mfg. Co. will erect a 400,000-bu. reinforced concrete elvtr. to take the place of the 250,000-bu. house which was destroyed by fire last May. The new plant will cost about \$100,000.

NEW ENGLAND

East Wareham, Mass.—A. S. Gurney & Co. has bot the grain business and plant of the Narragansett Mlg. Co.

Buzzards Bay, Mass.—The grain business and plant of the Narragansett Mlg. Co. has been purchased by A. S. Gurney & Co.

Nashua, N. H.—The retail section of our plant has been leased to the Cohen Grain Co., but the elvtr. and mill have neither been leased nor sold.—Nashua Grain Elvtr.

Kennebunk, Mass.—William H. Littlefield, a grain dealer of this place, was fatally injured Nov. 14 when an automobile in which he was riding was struck by an electric car on the Atlantic Shore Line near West Kennebunk. His death occurred a few hours later.

BOSTON LETTER.

Frank J. Ludwig has been elected a director of the Chamber of Commerce to serve until May, 1918.

Frank C. Hughes, a member of the firm of P. J. O'Toole Co., grain exporters, died Nov. 8. Mr. Hughes began his career in the Boston grain trade as an office boy, at the age of 15 years. At the time of his death he was a member of the Chamber of Commerce.

The grain board of the Chamber of Commerce has appointed a com'te composed of Frank J. Ludwig, chairman, Paul L. Hackel, A. S. MacDonald, A. I. Merigold and A. K. Tapper to solicit such members as will make the Chamber thoroughly representative of the grain, flour and feed trade of New England, and to act as a clearing house for the dissemination of information relative to the federal regulations affecting food distribution.

NEW MEXICO

Willard, N. M.—Our elvtr., which is of 25-car capacity, has been completed and is in operation. Kenneth P. Kimball, Detroit, Mich., is pres., and Robert Fletcher, Trinidad, Colo., is gen'l mgr. for the company.—Isbell-New Mexico Elvtr. Co., J. A. Chapman, local mgr.

NEW YORK

New York, N. Y.—Norman M. L. Blackley has been elected to membership in the Produce Exchange.

Alexander, N. Y.—Miller Bros. are building an addition to their elvtr., making its capacity about 22,000 bus.—W. E. Moulton & Co.

Chatham Center, N. Y.—This company, which was recently incorporated, does not expect to build an elvtr. at present.—Chatham Mlg. Co.

Oswego, N. Y.—W. L. Wallace & Co. incorporated to deal in grain and cereals; capital stock, \$20,000; incorporators, Harriett B. Wallace, Elizabeth Harris and Frank Wood.

Buffalo, N. Y.—William J. Beier, Jr., who has been a grain dealer on this market for several years, has been re-elected a member of the Erie County Board of Supervisors.

New York, N. Y.—Wm. H. Budd, who formerly represented S. W. Bowne & Co. on the Produce Exchange, and who has more recently been with the grain distributing firm of Shaw & Truesdell, has resigned his membership in the Exchange.

Buffalo, N. Y.—The board of directors of the Corn Exchange has adopted the following rule: Resolved, that the 3% war tax on freight shall be allowed the buyer on all sales of spot grain carrying regular billing on basis Buffalo freight allowed.

NORTH DAKOTA

Richardtown, N. D.—Henry Pathman has sold his grain business.

Hurd, N. D.—I am now agt. for the Atlantic Elvtr. Co.—A. C. Metz.

Cayuga, N. D.—The Cayuga Roller Mill has gone out of business.—X.

Milton, N. D.—W. R. Johnson is now agt. for the Monarch Elvtr. Co.

Galchutt, N. D.—I am now mgr. for the Galchutt Farmers Elvtr. Co.—C. M. Johnson.

Sentinel Butte, N. D.—The Billings County Elvtr. Co. has closed its elvtr.—C. F. Smith.

Wimbledon, N. D.—The Frazier Farmers Co-operative Elvtr. Co. contemplates installing a feed grinder.

Souris, N. D.—The elvtr. of the Winter-Truesdell-Ames Co. has been closed for the season.—W. E. Idler.

Selfridge, N. D.—I have been placed in charge of the elvtr. which the Winter-Truesdell-Ames Co. recently completed.—W. E. Idler.

Carson, N. D.—James Bartron, who was formerly mgr. of the grain dep't of the Western Improvement Co., is now located at Albert Lea, Minn.

Glasston, N. D.—The elvtr. of the Interstate Grain Co. is being re-modeled and it will soon be ready for operation. T. E. Ibberson is doing the work.

Fargo, N. D.—R. F. Gunkelman, formerly mgr. of the Farmers Grain Co. at Grandin, is now sec'y-treas. of this company.—Interstate Seed & Grain Co.

Conway, N. D.—The Conway Grain Co. has sold its elvtr. to the John Miller Co. of Minneapolis, Minn. The plant is not being operated at present.—X.

Milnor, N. D.—The Farmers Grain & Trading Co. has let contract to T. E. Ibberson for repairs and improvements to its plant. An Ibberson Double Distributing Spout is being installed.

Fort Clark, N. D.—Thornton O'Neil did not complete the deal for the elvtr. of the Fort Clark Elvtr. Co. and did not operate the plant. It still remains under the former ownership.—X.

Grand Forks, N. D.—Adolph Ildstad, who has been mgr. of the local office of the C. E. Lewis Grain Co., has resigned to become mgr. of the local office of the Western Union Telegraph Co.

Grandin, N. D.—Frank Cormack, formerly of Preston, has succeeded R. F. Gunkelman as mgr. for the Farmers Grain Co. Mr. Gunkelman goes to Fargo as sec'y-treas. of the Interstate Seed & Grain Co.

Mott, N. D.—The elvtr. which the Mott Equity Exchange bot some time ago from the Empire Elvtr. Co. burned Nov. 18. The cause is unknown. The loss was total, being about \$4,000 on building and \$10,000 on stock.

Tower City, N. D.—With the approval of the state tax com'n, the county board has ordered the refund of \$119.36 in personal property tax to the Baldwin Elvtr. Co. The company recently made application requesting a correction of the 1916 rate on one of its elvtrs.

Preston sta. (Blanchard p. o.), N. D.—Frank Cormack has resigned his position as agt. for the St. Anthony & Dakota Elvtr. Co., and has removed to Grandin, where he is mgr. for the Farmers Grain Co. His successor is Mr. Van Dyne.—Interstate Seed & Grain Co., Fargo.

Noonan, N. D.—The Farmers Elvtr. Co. has installed 3 5-h.p. electric motors and has built a new warehouse for flour, feed and salt. C. O. Larson is mgr. for

the company. The St. Anthony & Dakota Elvtr. Co., for which I am agt., has wired its elvtr. and will soon have electric lights.—B. F. Dunford.

OHIO

Mortimer, O.—The Mortimer Grain & Supply Co. contemplates installing a car mover and a grain tester.

Richwood, O.—C. M. Baumgardner is now mgr. for the Richwood Grain Co., succeeding R. R. Gill, who resigned.

Maple Grove, O.—The elvtr. which is being erected by the Maple Grove Farmers Elvtr. Co. is nearing completion.

Hancock st. (Finlay p. o.), O.—Guy P. Marvin has succeeded Glenn Roberts as mgr. for the Hancock Farmers Elvtr. Co.

Loudonville, O.—The Loudonville Mill & Grain Co. has bot a building which it will remodel and convert into an office building.

Navarre, O.—Chas. Leiter, managing partner of the grain firm of Zinsmaster & Leiter, died recently after an illness of 2 weeks.

Toledo, O.—Burglars entered the home of K. D. Keilholtz on the night of Nov. 12 and stole jewelry and other articles valued at about \$800.

Magnetic Springs, O.—We have bot the elvtr. of W. H. Perry. No changes will be made in the plant. C. C. Wright will be mgr.—C. S. David & Co.

Mortimer, O.—The recently incorporated Mortimer Grain Co. has bot the elvtr. of the Syler Elvtr. Co., that company retiring from business.—V. R. Whitier.

Columbus, O.—The Capitol Mlg. Co. is installing 2 Richardson Automatic Scales, one as a receiving and shipping scale and the other to weigh wheat to the rolls.

Havens sta. (Fremont p. o.), O.—The cause of the fire which destroyed our elvtr. Oct. 23 is unknown. A meeting of the stockholders of the company will be held Nov. 26 to decide on plans for the future.—Havens Elvtr. & Supply Co., H. H. Tucker, mgr.

Fostoria, O.—Alleging that they sold the Fostoria Farmers Exchange Co. 1,326 bus. of wheat, for which they were to receive \$2,839.48, and that they were only paid \$2,565.34, two farmers have bot suit against the company to recover the difference.

Circleville, O.—We have purchased the site owned by the Ohio Cereal Co., where its mills and elvtrs. burned a few years ago. We will build an 80,000-bu. elvtr., a grain drier having a capacity of 1,000 bus. per hour, a 300-bbl. flour mill and a 1,000-bbl. corn meal mill.—H. M. Crites & Co.

Cincinnati, O.—The plugging system of selling hay was resumed Nov. 19 on tracks of the L. & N. R. R. The practice was temporarily discontinued several months ago when one road withdrew its tariffs covering the hay plugging yard. The work will be under the control of the Grain & Hay Exchange of the Chamber of Commerce, the directors having signed a lease with the railroads for trackage with a capacity of 150 cars for this purpose. Rules governing the plugging were adopted Nov. 15.

Toledo, O.—The directors of the Produce Exchange adopted the following rules Nov. 9: Buyers of wheat in this market, to arrive, or to be unloaded or to be forwarded, by grade or sample, or both, either for immediate or future delivery of carload lots in any position, shall pay the prevailing commission, elevation and switching charges. The shipper to be assessed all other regular charges as provided in the Rules. The government war tax on all grain shall be paid by the buyer.

OKLAHOMA

Cherokee, Okla.—Having sold our local plant to the Bowersock Mills & Power Co., of Lawrence, Kan., and the elvtrs. at Aline and Yewed to the Kansas Flour Mills Co., we are out of the grain business.—Hanna-Mansfield Grain Co.

Lawton, Okla.—An automobile that had been stolen from the Lawton Grain Co. was recently recovered by the authorities at Chickasha.

Collinsville, Okla.—The Collinsville Mill & Grain Co. incorporated; capital stock, \$20,000; incorporators, W. L. Hutcheson, Oklahoma City, and G. T. Childress and J. E. Whitney, Collinsville.

OREGON

Portland, Ore.—The Com'ism of Public Docks let contract Nov. 15 for the driving of piling for the foundation of the municipal terminal elvtr., work upon which has already been started.

Astoria, Ore.—Frank W. Swanton, mgr. of the Astoria Flour Mills, and formerly engaged in the grain com'ism business at Portland, died suddenly at a Portland hospital Nov. 4. Mr. Swanton was at one time a resident of Nome, Alaska, where he was the first postmaster.

PENNSYLVANIA

Pittsburgh, Pa.—Jas. A. Carson has been admitted to membership in the Grain & Hay Exchange.

Tamaqua, Pa.—The fire which recently destroyed my grain warehouse is believed to have been of incendiary origin. The building was of brick and stone, its capacity being 18,000 bus. The loss was about \$25,000, partly covered by insurance.—C. W. Royer.

PHILADELPHIA LETTER.

Lorenze J. Riley has been appointed ass't sec'y of the Commercial Exchange, succeeding Henry Tumelty.

Philadelphia, Pa.—The Commercial Exchange has adopted the following rule: Resolved that on all grain and other commodities bot on Philadelphia rate, or delivery basis, the war revenue tax on freight transportation shall be paid by the seller.

SOUTH DAKOTA

Hartford, S. D.—The Farmers Co-operative Elvtr. Co. is building a warehouse adjoining its office.

Ethan, S. D.—I understand that the Farmers Elvtr. Co. contemplates enlarging its elvtr. next year.—C. P. Enright.

Madison, S. D.—The elvtr. of the Larson Elvtr. Co. is closed and the company is not in business here at this time.—X.

Madison, S. D.—The corrugated iron siding is being torn from the elvtr. and mill of the Madison Mill & Grain Co. and wood siding will be substituted.

Sioux Falls, S. D.—C. H. Thayer & Co. have recently opened a branch office in the Boyce Greeley building with A. L. Charrlin, who has been traveling for the company for the past 6 years, in charge.

Lemmon, S. D.—The elvtrs. owned by the Lemmon Farmers Equity Exchange and the Western Lbr. & Grain Co. were destroyed by fire Nov. 21. About 25,000 bus. of grain was burned. The fire is believed to have been due to incendiarism.

Fife sta. (Mina p. o.), S. D.—Fire, believed to have been of incendiary origin, destroyed the elvtr. of the Fife Equity Exchange Nov. 12. The house contained 2,000 bus. of wheat and 300 bus. of barley, and this, together with \$700 worth of coal, was consumed. Loss, \$12,000.

Sioux Falls, S. D.—W. J. Buttschau of the German Grain Co. and R. B. Meldrum of the Main avenue feed store, were in municipal court recently charged with taking 80 lbs. per bu. in purchases of ear corn, instead of 70 lbs. as the law requires. They pleaded guilty to the charge and were each fined \$10.

SOUTHEAST

Ronceverte, W. Va.—The Limestone Mlg. Co. will build a reinforced concrete elvtr.

Cordele, Ga.—The Empire Cotton Oil Co. contemplates installing a large corn husker and sheller.

Athens, Ala.—The Athens Mlg. & Grain Co. has been incorporated with capital stock of \$21,000.

Pelham, Ga.—The Hand Trading Co. has completed its 12,000-bu. elvtr. and it has been placed in operation.

Monticello, Fla.—The Jefferson County Products Co., of which John Pasco is pres., will install grinding machinery for velvet beans and corn in connection with its elvtr.

Athens, Ala.—At a meeting of business men held recently a com'te composed of E. A. Beasley, Charles Savoring and C. E. Frost was appointed to secure the erection of an elvtr.

Ben Hill, Ga.—The recent report that the Ben Hill Co. will build an elvtr. here is incorrect. There is no such company at this place, nor are there any other wholesale grain dealers.—X.

Tuscaloosa, Ala.—The Southern Grain Co., in which F. G. Blair, E. L. Clarkson and others are interested, has leased an elvtr. here. After repairing the plant and equipping it with up-to-date machinery the company has placed it in operation.

Thomasville, Ga.—The Thomasville Elvtr. Co. has recently completed a 14,000-bu elvtr. Its equipment is complete, comprising shelling, cleaning and handling machinery and Richardson Automatic Scales.—Brandon Mill & Elvtr. Co., Marianna, Fla.

Florence, Ala.—At a conference held recently by L. C. Jennings, of the agricultural dept of the Southern Bell Telephone Co., and T. P. Hay, Jr., sec'y of the food preparedness bureau, with the river and warehouse com'te of the Chamber of Commerce plans were made for the erection of an elvtr. The com'te is composed of C. W. Ashcraft, F. A. Nolen, P. A. Patrick, H. L. Reeder, W. L. Richardson and J. W. Paige.

TENNESSEE

Nashville, Tenn.—L. W. Coleman, formerly engaged in the grain business here as a member of the firm of Coleman & Herbert, died Nov. 2 at Pomfret Center, Conn.

TEXAS

Iredell, Tex.—The Farmers Union Warehouse Co. has filed a certificate of dissolution.

Yoakum, Tex.—We are building a 115x32-ft. concrete and hollow tile warehouse on the S. A. & A. P. tracks.—Merchants Grain Co.

Plainview, Tex.—We will soon add a new elvtr. to the plant which we bot from E. T. Coleman.—The W. B. Lewis Mill & Grain Co., W. B. Lewis.

Dallas, Tex.—This company has succeeded Lewis & Knight, and will continue to conduct the grain, feed and hay business of that firm.—The A. S. Lewis Grain Co.

Sherman, Tex.—The Phoenix Elvtr. Co. is building a warehouse near its elvtr. on the Katy tracks. It is to be of reinforced concrete, 165x64 feet, and will cost about \$16,000.

Raymondville, Tex.—The First National Hog Co., which has recently been organized with capital stock of \$350,000, will erect an elvtr. as one portion of its ranch equipment.

Miami, Tex.—The recent report that the elvtr. of J. W. Philpott will be closed temporarily is incorrect, as Mr. Philpott does not operate an elvtr. here, we having purchased his plant some time ago.—U. S. Strader Grain Co.

Ft. Worth, Tex.—E. M. Kelso, who has been Texas agt. for the milling division of the Food Administration, has announced his resignation. Sec'y H. B. Dorsey of the Texas Grain Dealers Ass'n has stated that this change will make it necessary to send requisitions for wheat to the Kansas City office, and instructions to dealers for shipment of wheat will now come from that office.

Fort Worth, Tex.—A jury in the United States district court has awarded a judgment for \$6,097.50 to the Blair Elvtr. Co., of Hutchinson, Kan., in its suit against the Walker Grain Co. At the same time the jury found for the Walker Grain Co. on a claim for \$480.

WASHINGTON

Tekoa, Wash.—We are considering the erection of an elvtr. next spring, but have not fully decided to do so. Farmers Union Mill & Elvtr. Co.

Seattle, Wash.—The Albers Bros. Mlg. Co. has brot suit against the Equity Co-operative Ass'n, of Great Falls, Mont., to recover \$2,975 for breach of contract for sale of 30 cars of oats, alleging that only 10 cars have been shipped.

WISCONSIN

Monroe, Wis.—We are installing a 50-bbl. mill and increasing our elvtr capacity.—Monroe Model Mills.

Reedsville, Wis.—Fire caused by the backfire of a gasoline engine caused slight damage to the elvtr. of Wm. Reinemann. The blaze was extinguished before the arrival of the fire dept.

Watertown, Wis.—The Globe Mlg. Co., which is owned by the Shane Bros. & Wilson Co., of Minneapolis and Philadelphia, and of which Geo. E. Manschot is mgr., contemplates erecting a new elvtr.

Embarrass, Wis.—The feed mill installed by Buntrock & Kronitz in their elvtr. last summer has been placed in operation. Later they plan to grind corn meal, buckwheat and graham flour in addition to feed.

Osceola, Wis.—The Osceola Mill & Elvtr. Co. has moved its general offices to Minneapolis, Minn., where C. C. Ladd, pres. and genl. mgr., will be in charge. P. J. Tewksbury and Will Hillskotter will continue in charge of the business at this place.

Rhineland, Wis.—The Patron's Mlg. Co. has been organized to engage in the grain and milling business. A mill, elvtr. and warehouse will be erected. William Gilly, Pelican; John Dahlestrand, Newbold; Henry Kress, Crescent; John O. Bernstein, Pine Lake; and Stephen Novak, Sugar Camp, are the directors.

MILWAUKEE LETTER.

The Chamber of Commerce has unfurled at the entrance to its building a service flag containing more than 100 stars.

R. E. Knowlton, Lowell S. Hoyt, J. Howard Mallon, Edward L. Rosenberg, George E. Koppelkamm and Alfred L. Rosenberg have been admitted to membership in the Chamber of Commerce.

Burton Joseph, sec'y of the Lyman-Joseph Grain Co., has been granted an extension of time until Feb. 1, 1918 in which to report for service in the national army. The extension was granted in order that he may arrange for the care of his wheat farm in Canada while he is in military service.

Regulations governing transactions in "to arrive" grain were adopted by the board of directors of the Chamber of Commerce Nov. 13. The regulations provide that bids to persons outside of Milwaukee made during the regular hours of trading shall be based upon the price then prevailing in the "to arrive" market, less the charges prescribed in Rule 32, Sec. 11. All such bids on the basis of a flat price shall be conditioned upon acceptance within 5 minutes after receipt. Bids made to persons outside of Milwaukee after the close of the regular market shall be based upon the closing quotation. Members departing from the closing quotation shall in every instance deduct the charges prescribed in Rule 32, Sec. 11, and shall file with the sec'y, before 8:00 a. m. on the next business day, or by mail on the afternoon of the day when the bid is made, their authority for making such bids. Bids made after the close of the regular market shall expire at 9:30 a. m. on the following business day.

R. G. Bertschy, who has been an ass't weigher for the Chamber of Commerce weighing dep't for the past 5 years, died Oct. 21.

J. M. Riebs, Jr. has installed lights around his elvtr., and has built a fence surrounding the plant to prevent unauthorized persons from gaining access to the building. In addition to these precautions a watchman is on duty at the plant day and night.

WYOMING

Powell, Wyo.—Plans are being made to erect an elvtr. here.

Powell, Wyo.—A grain elvtr. has recently been erected here.

Upton, Wyo.—We do not intend to build an elvtr. this fall owing to the severe drouth of the summer, but we hope to be in position to handle grain next year. J. W. Davis is pres. and Dr. D. C. Ross sec'y of this company.—Equity Co-operative Ass'n, Collins Roberts, mgr.

Recovery of Loss Due to Price Fixing.

Price fixing caused loss to grain dealers who had wheat contracted at the higher prices, and to coal jobbers who had coal contracted at higher prices. The coal jobbers are being reimbursed by the government for this loss on showing the fuel administration that their coal was contracted for under bona fide agreements prior to the President's proclamation. The Government *Official Bulletin* announces that "They must accept a price equivalent to their contract purchase price plus the 15 per cent margin allowed jobbers under the President's price-fixing proclamation, and they must sell their coal to purchasers designated by the state fuel administrators."

The same privilege should be made available to grain dealers who had wheat bot or contracted at a higher price when the President made his price proclamation. The case of the grain shipper is an exact parallel to the coal jobber. Of course, the coal dealers ass'ns went to Washington and discussed the question of prices with the trade commission, and made it plain to the Washington authorities that the fixing of prices downward was sure to cause them a loss. The representatives of the grain shippers have as yet done nothing of the kind.

It is too much to expect the Washington authorities to go hunting about the country with a lantern looking for grain dealers who should be reimbursed. No claim will be paid if the claimant can not muster up sufficient courage to present it.

AT THE LIBERTY CENTER, IND., plant of the Studebaker Grain & Seed Co., headquarters at Bluffton, Ind., C. O. Curran, manager, with a helper, was unloading a car of salt. When the car door was opened a barrel rolled out and struck him, inflicting painful flesh wounds.

THE DRIERS in Chicago are now all working and it is practically impossible to get them to dry corn for customer's account. When they do, they are charging from 15 to 20c per bushel for the service. This together with the shrinkage, which is severe, nearly 2c per bushel for each 1% of moisture taken out, and the delay, makes it a doubtful proposition. There is as yet very little demand for kiln dried corn unless it is free from damage; therefore, the danger in buying and shipping this wet corn to market at the present time. We are urging our customers to leave it alone except to ship for the farmer's account, until the corn is dry enough to be safe to handle.—W. H. Perrine & Co.

War Affecting the Grain Trade.

Canada has lifted the embargo on importations of American Corn. The Canadian crop is about 10% of normal and that country will be an importer until the next crop is harvested.

SOFT CORN and war orders are responsible for the increase in the grind of the Great Western Distillery, Peoria, Ill., from 6,000 to 10,000 bus. daily. The Atlas Distillery, of the same city, is said to have abandoned the use of molasses in the manufacture of alcohol and to be using new crop corn exclusively.

WHEAT DISTRIBUTION in the eastern zones, as defined in a new order by the Food Administration, is changed so that mills in the Toledo zone and zones east thereof shall be supplied by shipments from lake ports and from Minneapolis with Northwestern and Canadian wheat. Mills in the Chicago zone will grind local and nearby wheat.

No GRAIN of any kind and no substance that can be used for food shall be used in Canada for the distillation of potable liquors, under an order in council. Violators of this order may be fined \$5,000 or imprisoned for six months or may incur both penalties. Order goes into effect Dec. 1 and continues until existing "abnormal conditions have ceased."

A REMARKABLE PICTURE of the enforced wastage of food in Australia, as a result of the scarcity of ships, is sent to me by a correspondent "down-under," says "Londoner" in *Evening Standard*. He declares that there are miles and miles of streets of wheat in the various ports of the Continent, some of it rotting and some of it harboring millions of mice.—*Corn Trade News*.

THE GOVERNMENT now has 17 cantonments equipped, and there will be about 10,000 horses and mules in each. It will take about 100,000 bus. of oats per month to supply each cantonment, or a total of 20 million bus. per year. This, however, figures less than two cars per day at each cantonment, but makes the government quite a factor in the oat market. They are planning to handle the oats in bulk rather than sacked, which will give more dealers an opportunity to figure on their contracts.—*W. H. Perrine & Co.*

FRANCE is to requisition all corn and to place all grinding mills under government control. Maurice Long, minister for general revictualing, has given a report on the production of foods which, for 1915, reached 358,000,000 cwt. while for 1917 the production was only 222,000,000 cwt. Additional articles of food may be rationed. France's requirements this year will be 40,000,000 cwt. of cereals. It was impossible to import any such quantity last year and will be difficult to do so this year.

DAMP WHEAT, smutty wheat and other varieties frequently considered fit only for poultry feed can and must be used for human consumption. In putting forth the above order H. D. Irwin, agent of the Food Administration at Philadelphia, Pa., asks for support and co-operation in enforcing the law. He quotes rule 4 which provides: "No licensee manufacturing poultry feed in which wheat is used as an ingredient shall use in such poultry feed wheat that is fit for human consumption, and in any event the amount of wheat in such poultry feed shall not exceed 10% thereof," adding that the rule must be adhered to and rigidly enforced."

NEW YORK elevators are said to hold 2,000,000 bus. of oats for export to Holland.

SPAIN's food supply was placed in charge of one man, to be known as Commissary General of Provisions, appointed by royal decree, published Oct. 4. Authority is given to buy foods abroad, to regulate prices and distribution and to restrict consumption. He will operate under the regulations of Nov. 23, 1916, prescribing the functions and authorities of the provision board.

ALL PERMITS for the movement of wheat to seaboard were withdrawn by George H. Jackson, of the Food Administration under instructions from Herbert C. Hoover, Food Administrator. Wheat stocks at seaboard ports are ample for immediate needs. Consequently the actions of the railroads in stopping the movement of wheat has been approved. Equipment is to be used to move soft corn.

THE NEW ZEALAND government is authorized by a recent order in council to buy wheat grown at home during the 1917-1918 season at \$1.41 a bushel, delivered free on board in sacks at the nearest port, delivery to be made with the consent or at the direction of the government. It shall not be lawful for any person to buy wheat of the ensuing harvest with the exception of retail purchases of not to exceed 50 bus.

SOUTH DAKOTA millers met at Aberdeen recently and adopted a resolution to be presented to the Food Administration that the system of handling wheat is so wasteful and costly the flour mills of the state will have to close for the war. Under the government control they are able to obtain but a small amount of wheat in South Dakota and are dependent almost entirely for their supply upon return shipments from Minneapolis, Minn.

NEUTRALS OF EUROPE are to be supplied with necessities of life according to their needs, is the decision reached at a recent conference. All commodities in America, owned by neutrals, have been bought by the United States and will be apportioned as needed. Part of the understanding is that exports by neutrals of domestic food products to Germany shall be restricted and that foods or necessities received from the United States shall not be re-exported to Germany.

PRICES FOR PEA SEED for canners' purposes in excess of those permitted under licensing regulations will not be tolerated. The outlook for seed for the 1918 planting is not encouraging, but that excessive prices on spot offerings are not warranted. The Food Administration has now very complete records of stocks in the hands of holders, including speculators, and is in a position to deal with the question should any attempt be made to advance prices unduly.—*Food Administration*.

No GOVERNMENT can control all the world's trade when free markets in other countries attract supplies at higher prices. Nothing raises prices more quickly than the knowledge that government is buying. It is impossible that controllers can possess anything like the knowledge of the ramifications of the world's trade, and of the extreme delicacy of the fabric of finance upon which it is conducted which is at the disposal of the merchants of the city of London whose daily business it has been for generations.—From protest by London Chamber of Commerce against elimination of middleman.

Seeds

GREENVILLE, TEX.—A seed breeding station will be established by the government on a 60-acre tract recently selected by Dr. A. F. Cook 3 miles from this city on the Dallas division of the Katy.

WICHITA, KAN.—L. B. McCausland and Jesse D. Wall have bot the interests of L. A. Ross and J. J. Campbell in the Ross Bros. Seed Co., and become respectively vice pres., manager; and sec'y treas.

WINNIPEG, MAN., Nov. 20.—The estimated yield of flaxseed in Manitoba, Saskatchewan and Alberta was 6.1 bus. per acre, producing 4,209,000 bus. on the 690,000 acres.—The Northwest Grain Dealers Ass'n.

TOLEDO, O.—At the regular monthly meeting of the directors of the Produce Exchange Nov. 9 a rule was adopted requiring that the war tax on all seed consignments or shipments to this market be paid by the shipper.

ATCHISON, KAN.—The seed cleaning elvtr. which is under construction by the Mangelsdorf Bros. Seed Co. has been enclosed. Concrete is now being poured on the interior, which is kept heated with steam to prevent freezing.

EDINBURGH, SCOTLAND.—Our seed crops have turned out very disappointing this season, so that the export trade is not promising, especially as licenses for root seeds and some other articles are not granted.—Peter Lawson & Son.

JEFFERSON, IA.—The fire which destroyed our plant and warehouses Oct. 25 was caused by the explosion of a small sheet iron stove. The loss was \$10,500 with insurance of \$7,000. About \$4,500 worth of seed was destroyed. We will build an up-to-date plant and warehouses at once.—Jefferson-Ratekin Seed Co.

FARGO, N. D.—This company, which was recently incorporated, is engaged in the business of handling seeds, grain, hay and potatoes. A branch is operated at Moorhead, Minn., where the business of H. L. Landblom was taken over and the plant of the Schoenhofen Brewing Co. was purchased. Herman Wilk is pres., H. L. Landblom vice-pres., and R. F. Gunkelman sec'y-treas.—Interstate Seed & Grain Co.

TOLEDO, O.—Best indications are that the crop of clover seed is larger than figured or would be much larger receipts here. More or less is hidden away, waiting for the spring demand and expectation of higher prices. Like everything else it disappears when markets advance continually like of late. A big break might loosen this seed from its moorings. Bulls are pretty well entrenched and have little fear of any breaks of consequence. Say the seed is not there this year; that every bushel will be taken before another crop is due. Say stocks of old seed carried over have been sadly depleted; either sent to other sections in this country or already shipped abroad. Demand from abroad not likely to be filled. They're willing to pay the prices or more but are handicapped with transportation. Many products likely to go before seed. Understand ocean freights now on seed are \$5.00 per hundred. That means \$3 a bushel added to the price here and freight to New York or nearly \$20 delivered.—J. F. Zahm & Co.

CHICAGO, ILL., Nov. 15.—The first car of new milo maize of the season was received from the Southwest today. It was applied on a previous sale.

DENVER, COLO.—The pinto bean crop of Colorado this year has been grossly exaggerated. The big increase in the acreage of the pinto beans this year has been in the dry land section. Our actual knowledge received from our own traveling men and our buyers in twenty-two different towns has been that the yield has not been higher than from 100 to 250 pounds per acre as against an estimate of 500 to 800 pounds on the dry land which was estimated. This will reduce the crop in Colorado by at least one-third.—Western Grain Co.

TOLEDO, O.—The new cartage and storage rates effective Nov. 15 are as follows: Cartage on 1 to 10 bags, 50c; 11 to 15 bags, 75c; 16 to 25 bags, \$1; over 25 bags, 4c per bag; 50 bag lots and straight carloads, 3½c per bag, but in no case shall charge for less than 50 bags exceed the charge for that number. Storage rates are: 20 bags and over, 6c per bag for the first period and 1c for each succeeding period; under 20 bags, 10c and 2c respectively, minimum charges 20c and 5c. In no case shall the charge for less than 20 bags exceed the charge for 20 bags. Seeds received before Nov. 15 will not be affected by the change.—A. Gassaway, sec'y Produce Exchange.

TOLEDO, O.—Seed prices continue high. They are holding easily. Reactions are short lived. Holders think kindly of their property. Seed is scarce. Stocks are light. Toledo receipts lightest in years. Receipts season to date around 6000 bags. Last year they were over 30,000. Stocks have decreased this year. They normally increase. October was a bad month for seed. November weather is better, but it comes late to help save seed. Much of it will pass the winter outdoors. Illinois dealer thinks clover can be bought cheaper in the Spring. It will depend on the supply. Clover is a necessity on the farm. It is not a luxury. It feeds the soil. Farmers must buy sooner or later. Current prices are not any higher, comparatively, than grain prices. "Farmer near here has 200 bushels of seed threshed from 90 acres," writes Hoosier friend. "Fifty acres of this seed was mammoth. Was threshed before wet weather and is good seed. Balance is medium and is good. Fifty per cent of seed acreage is in the fields yet and will not get threshed."—Southworth & Co.

Rape Imports Are for Birds.

Grain Dealers Journal: In the recent report by the U. S. Government, it was stated that this country imported more than 3,000,000 lbs. of rape seed during October, 1917, compared with 500,000 lbs. of rape during October, 1916.

Over 1,000,000 lbs. of this rape imported during October was South American small rape seed used *exclusively* for bird seed purposes, and about 1,500,000 lbs. of the rest of the rape seed imported came from India, and can only be used *exclusively* for oil crushing purposes, so that there was really less genuine dwarf Essex variety winter rape seed for planting purposes imported during October this year than last year, according to our information, and we usually get our advices from the most reliable sources, and as we have sold some of this South American rape seed, and have seen contracts on the Indian rapeseed, we know these reports we give are correct.—Maxim Hershey Seed Co., New York, N. Y.

Supply Trade

PEORIA, ILL.—The Ideal Grain Weigher Co. has increased its capital stock from \$50,000 to \$100,000.

FENTON, MICH.—The Judson Michigan Co., manufacturer of bean pickers, has moved into its new offices.

IS THERE any better answer to "How do you find business" than to say, "I advertise for it, and then I make my advertising pay."—*Mahin's Messenger*.

ST. LOUIS, MO.—Walter A. Zelnicker Supply Co. bulletin No. 228 is now ready for distribution. Readers of the Journal may have this bulletin upon request.

BALTIMORE, MD.—The Invincible Grain Cleaner Co. has sold to Jas Stewart & Co. for the new Northern Central Elevator of the Pennsylvania Railroad ten No. 15 steel clad receiving separators, one No. 12 steel clad separator and two large dust packers.

THE STEEL INDUSTRY is making harder work than ever of its effort to meet war conditions with an increasing handicap from fuel scarcity and transportation failures and the limitation of output due to the conflicting purposes of those in authority from whom steel makers now take their orders.—*Iron Age*.

CHICAGO, ILL.—A hearing will be held here in the rooms of the Western Classification Com'te at 2 p. m., Dec. 5, on a reduction in the rate on l. c. l. shipments of grain bagging, loading and storing elevators, with or without weighing attachments, from second to third class, as petitioned by the manufacturers of these elevators.

MAROA, ILL.—Boss Air Blast Car Loaders have recently been installed in the following elevators: The Trousdale Co-operative Exchange, Trousdale, Ill.; Mahomet Grain Co., Mahomet, Ill.; Duncan Bros., Modesta, Ill.; Giddings Bros., Millidgeville, O.; Motz-Cook Grain Co., Brice, O.; Central Illinois Grain Co., Timewell, Ill.; American Grain Co., Maroa, Ill.; H. Dreyer, Jr., Aplington, Ia.; E. W. Johnston and the Farmers Grain Co., Pond Creek, Okla.; W. M. Morgan, Era, O.

Grain dealers are meeting a patriotic duty by drying and preserving the wet corn and beans, of which this year's crops so largely consist. Many of them are "doing their bit" nobly, as the list of drier purchasers on page 794 will indicate. The Hess Warming and Ventilating Co., reporting a considerable number of sales of Hess Driers, states that it has never received such a sudden and extensive demand for driers. Yet in spite of this, by reason of its exceptionally good facilities, it is meeting all demands and making prompt deliveries.

W. K. MILLER GOES WITH S. HOWES CO.

On Nov. 15th Mr. William K. Miller was elected to the Board of Directors of The S. Howes Company, Eureka Works, Silver Creek, N. Y., and became its Secretary, succeeding Mr. Sitterley who retired from active business.

The officers of The S. Howes Company are to be congratulated upon having associated with them one possessing the engaging personality, the technical knowledge and unbounded enthusiasm of Mr. Miller.

The new Secretary of The S. Howes Company, altho but forty years old, has had an unusually broad and varied experience in the development, manufacture and sale of Grain and Seed Cleaning and kindred machinery. He was first attracted to the possibilities of the elevator machinery business some twenty-four years ago. He decided that the only way to master its intricacies was to begin at the bottom of the ladder. His career might be said to have begun in earnest on the day when he first found employment at the Eureka Works as apprentice. He showed such uncommon aptitude for learning that he was promoted from one department to another and finally became Superintendent of the big shops at Silver Creek.

With a view to widening his experience, he engaged later with another well-known manufacturer in the capacity of troubleman and salesman. His employers thought so well of his services that when a vacancy occurred Mr. Miller was given the position of Export Manager with headquarters in New York City. After a time he relinquished this post to assume something more to his liking—that of Advertising Manager. His work in this connection was such a noteworthy success that Mr. Miller had complete charge of both publicity and sales departments for several years. Feeling in himself that there existed a field where his policies could find a wider scope and readier response Mr. Miller resigned this position in September.

Mr. Miller's ambition to associate himself in an executive capacity with his old friends and former employers—The S. Howes Company was finally realized when Mr. Sitterley made up his mind to retire. As stated elsewhere, Mr. Miller has already entered upon his Secretarial duties, with which work has been combined the position of Manager of Sales.

This story is but another version of the old adage—"Nothing succeeds like success." Mr. Miller is a young man insofar as years are concerned, but by dint of study, application and hard work, he has—like other young captains of industry—made a name for himself in the Grain Cleaning Machinery business.

How Do You Figure?

Do you divide the years of service into the cost of paint, plus the cost of labor? If so, you have the correct method of figuring the yearly cost of paint protection.

If you have metal surfaces or any exposed surfaces, whether of metal or wood, to repaint, it will be worth your while to purchase Silica-Graphite Paint because the longer service and better quality of Dixon's Paint are worth a great deal more than a few cents per gallon.

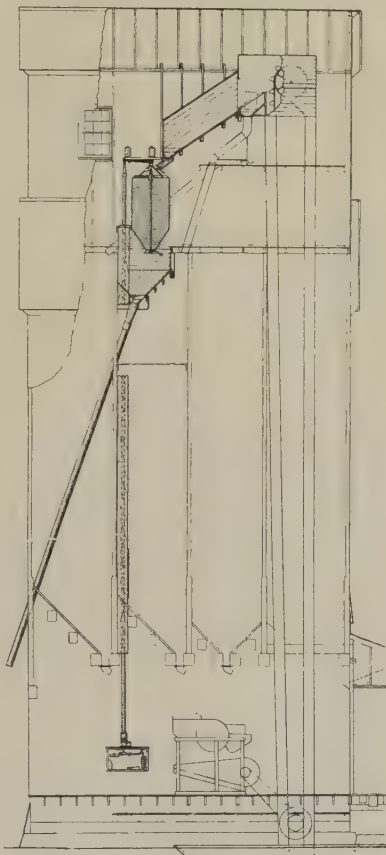
The careful and cautious user of paint will appreciate this fact. For over fifty years the slogan and standard of the Dixon Company in the matter of paint has been "the best and one grade only."

OATS MARKET still feels the effects of recent accumulations, which continue to move off slowly and exert sufficient pressure to prevent an advance. There has been an absence of buying on the part of the Export Co., which professes to be amply supplied for present foreign needs. It is said, however, that a lack of ocean tonnage is one of the principal reasons for their inactivity and that steamers may shortly become available. The need of this support to sustain values is felt because of the present indifference of consumers, whose requirements recently have been of a normal character.—L. W. Forbell & Co.

Semi-Automatic Scale.

To avoid the expense and loss of time involved in re-elevating grain after weighing it has been found desirable to place the weighing-out scale in the cupola, which is a poor place for a scale unless supported on an independent foundation. This difficulty has been overcome in the scale shown in the engraving by placing the scale, hopper and beam all in gravity suspension. Being so hung, its accuracy is not affected by the building getting out of plumb.

To add to the convenience of the new scale the inventor places the beam on the



Elevator Equipped with Semi-Automatic Scale.

working floor; an arrangement which is made possible by the automatic filling and emptying of the scale hopper. Both the gate in the garner above the 50-bu. scale hopper and the gate in the scale hopper bottom are opened by a lever below at a point near the beam on the working floor. They close automatically.

In operating, one lever is raised opening the garner gate. The scale beam is loaded to any desired amount, say 3,000 lbs., and when this amount is delivered to the scale hopper the beam rises and by so doing unlatches and closes the garner gate. The balance is then taken on the beam in the regular way. The other lever is then raised, which trips the scale hopper, delivering the grain directly to the cars.

This operation of tripping scale hopper automatically perforates a scale ticket inserted in the scale mechanism on the beam box. This operation absolutely does away with any possible mistake in the number of drafts delivered to the cars.

The steelyard rods connecting the upper lever to the scale beam below are housed in a pipe extending down thru the elevator, the pipe being pivoted to the

scale frame and free to swing in any direction. The pipe at its lower end supports the beam box. The main lever and pipe are fulcrumed to the main frame, which is suspended from the timber work in the cupola of the elevator.

At the point of discharge from the elevator into the garner a by-pass is provided and when the garner is filled the grain passes into a distributing spout and back into the bin from which it was drawn. This arrangement prevents choking of the elevator and calls for no attention on the part of the operator.

Grain can not be run thru without being weighed, as an interlocking mechanism prevents the gate in the hopper from being opened until the upper gate has been entirely closed. This mechanism is just above the beam in plain sight of the weighman, who can tell by the position of the levers which gates are open or closed.

A scale ticket, 3x12 inches, has 44 spaces consecutively numbered, with one column for the perforations for each draft, one column in which to write the amount of weights on end of beam and a third column in which to write the figures indicated by the position of the sliding poise on the beam. For the last draft the hopper may not be full and some weights may be removed from end of beam. When done weighing out the carloads, the operator will discover, if he has neglected to record a draft, that the figures are missing opposite one of the perforations. Knowing the weight on end of beam, and averaging the poise figures of the other drafts he can get within a pound or two of the missing draft.

When weights are disputed at destination this style of scale ticket is good evidence of the amount loaded into the car, aiding in the collection of claims. There is no question that all the grain that went into the scale passed into the car. The flow is shut off and the operator must balance the beam for each draft. This is a guaranty that he was closely watching his work. No adjustment of the mechanism is required when changing from oats to wheat or from light to heavy grain, and there is no dribble in suspension to be allowed for, thus this scale combines the advantages of both automatic and hopper scales. A number of these scales have already been installed in the Northwest by the manufacturers, C. E. Bird & Co.

Semi-Monthly Market Reports.

The Bureau of Markets of the U. S. Dep't of Agriculture has established headquarters for its field men who will furnish the material from which the Bureau will issue semi-monthly market reports on grain and hay. New York is made the headquarters of the North Atlantic Division; Atlanta, Ga., for the Southeastern Division; and Oklahoma City for the Southwestern Division.

An office will be opened in the Board of Trade building at Chicago, Dec. 1, with Lester R. Spencer in charge. This office will issue reports for Illinois, Indiana, Ohio, Kentucky and the southern peninsula of Michigan.

HERBERT HOOVER, who still retains his position as chairman of the Commission for Relief of Belgium, has just received from King Albert of Belgium an autographed portrait of his royal highness, as an expression of appreciation of the work done by the commission during the last months.

Grain Carriers

AN EMBARGO on all domestic grain shipments has been declared by the Baltimore & Ohio.

THE PENNSYLVANIA has declared an embargo on freight originating on all lines east of Pittsburgh.

AN EMBARGO on all grain, including grain for live stock, for movement east of Pittsburgh, has been announced by the Panhandle.

TO EXPEDITE the handling of hay and grain 3,000 cars have been ordered to the middle west by the commission on car service.

RUMORS are emanating from Washington to the effect that a large number of cars, 6,000 to 15,000, will be sent to western roads to move soft corn.

A REDUCTION of nearly 50% in the freight rates on corn has been ordered by the Mexican government, to reduce the cost of imported corn to the people.

WORK on the Welland Canal has been suspended because of lack of funds and men, and it is doubtful whether it will be resumed until conditions become normal.

AN EMBARGO on all grains for domestic use, billed to points east of Buffalo, Cleveland and Clearfield was announced by the New York Central Nov. 12.

HIGHER RATES on grain originating in Nebraska and Colorado are sought in an application filed by the railroads of the middle west. Application will be heard by Examiner Gerry at Omaha, Jan. 5.

AN EMBARGO on all shipments except coal, coke and government freight from all connecting lines east and west of Cumberland, Md., and from sections of its own lines has been declared by the Baltimore & Ohio.

THE EMBARGO of the Western Maryland has been extended to shipments of hay from all points destined to Baltimore except those consigned to the government. Shipments billed to and including Nov. 10 will be accepted.

THE ANNUAL CONVENTION of the National Rivers & Harbors Congress, scheduled to be held in Washington, D. C., has been postponed until further notice on account of the crowded condition of the hotels and rooming houses of the capital.

SUITS HAVE BEEN FILED by the National Elevator Company, of Minneapolis, Minn., against the Great Northern Railroad to recover on grain alleged to have been lost in transit. In one action the company seeks \$4,031, in another, \$250.17, in the third \$589.65.

GRAIN is accumulating at stations along the Great Northern in North Dakota. Petitions asking for relief have been filed with the state railway commission by the Farmers Elevator Co., of Chaffee, the Farmers Grain & Elevator Co., of Finley, and the Farmers Elevator Co., of Hatton.

THE WINNIPEG Board of Trade has wired the Dominion Transportation Commission that the 1,500,000 bus. of wheat weekly required by the government can not be shipped to the head of the lakes unless the Canadian Pacific and Grand Trunk aid in relieving the congestion of grain on the Canadian Northern.

AUTHORITY TO ESTABLISH THRU ROUTES and joint rates on the part of the Interstate Commerce Commission was upheld by the Supreme Court of the United States Nov. 12. The case had been carried up by the Cotton Belt, Iron Mountain and Rock Island lines.

COMPLAINT was made by the New Era Milling Co. against the Atchison, Topeka & Santa Fe against switching charges on a car load of wheat from Sterling, Kan., to Arkansas City, Ark., milled at that point and reshipped to Hartford City, Ind. Charges were lawfully assessed, the Interstate Commerce Commission held.

WESTERN WEIGHING ASS'N officials have refused to collect freight bills on consignments of hay where the weighing of the car and freight charges are based on the estimated instead of the scale weights. This refusal was based on the handling of three cars of hay, estimated to weigh 33,000 lbs. each, no track scale weights being given.

PEOPLE of the country might as well get ready to use canals, electric lines, motor trucks and other means of transportation to take some of the load off the railroads, because in the speeding up of the great American power machine the government's demands upon the carriers must be served first.—Hale Holden, pres. C., B. & Q.

OATS AND RYE, to be sold on arrival for export only, may be shipped over the Pennsylvania to Baltimore on permit to be issued by the Food Administration Grain Corporation. Arrangements also can be made to ship small quantities of oats, rye and corn over the Western Maryland and Baltimore & Ohio, under the same restrictions.

IN THE COMPLAINT of the Batchford Calf Meal Co., against the Elgin, Joliet & Eastern, touching rates on live stock feed from Waukegan, Ill., to various western destinations it was held by the Interstate Commerce Commission that rates were unreasonable to the extent they exceeded contemporaneous rates applicable on grain products between like points.

IN THE CASE of the Flanley Grain Co. et al. v. the Great Northern railroad et al. the Interstate Commerce Commission held that rates on bulk corn in carload lots from Green Valley and Cottonwood, Minn., reconsigned at Sioux City, Iowa, to Kansas City, Mo., were not shown to have been unreasonable or otherwise unlawful. Complaint alleged charges collected were unreasonable to the extent they exceeded 13.75c per cwt.

CARRIERS are asking the government to build standard freight cars and sell or lease them to the railroads. The railroads cannot secure materials to build cars themselves while the government could requisition all the materials and factory space and equipment needed for the work. Many of the carriers are said to have the cash to pay for the cars they need and few of the roads would experience difficulty in financing such purchases.

DURING the last four years 44,080 tons of shipping have disappeared from service on the great lakes. When ordered by the Interstate Commerce Commission to divorce their lake transportation companies the railroads owned 55 vessels whose tonnage ranged from 1,480 to 6,500 tons. Sixteen of these boats have been sold and removed from the lake and one lake boat was sold and now is in across-lake service. Three of the carriers sold are still in service on the lakes.

RATES ON TIMOTHY SEED and flaxseed from Mott, N. D., to Minneapolis, Minn., were found not to be unreasonable by the Interstate Commerce Commission in the case of F. S. Dewey v. Chicago, Milwaukee & St. Paul Railroad Co.

THE suit brot by the D., T. & I. against Dumont, Roberts & Co. of Detroit, Mich., to collect \$400 demurrage on 50 cars of embargoed corn recently was decided in favor of defendants, who pleaded ignorance of the embargo out of Detroit. The corn had been thru-billed.

HEAVIER LOADING OF OATS is desired by the American Railway Ass'n War Board which has requested the Omaha Grain Exchange voluntarily to establish a rule requiring all orders for oats, whether sacked or in bulk, handled thru that market, to call for not less than 1,500 bus. if the cars loaded will carry that quantity. This minimum of 48,000 lbs. is below the carrying capacity of the bulk of the rolling stock of the western lines. A like rule has been adopted at St. Louis, Kansas City and other markets. Loading at Cairo, Ill., for the last 15 days of September averaged 48,946 lbs.

RECOGNITION of Sioux City, Ia., as a grain market has been given by the Illinois Central thru the establishment of a proportional basing rate for that city to points south of the Ohio river on its own lines. Rates established, which become effective Dec. 15, are 3 cents over current reshipping rates from Omaha. Heretofore rates have been combinations on the Omaha rates. In the future rates from South Dakota and northern Iowa stations will base on Sioux City instead of Omaha. The effort to make the city a grain market in the sense it now is a jobbing and live stock market, was undertaken four years ago.

GRAIN AND GRAIN products rates are among those affected by the proposed "15% advance case" now before the Interstate Commerce Commission. Local and reshipment grain rates from Chicago, Mississippi river, Toledo, Cleveland and other markets to eastern and Atlantic ports recently were aired before the Commission. Shippers will not protest in the event the commission decides the railroads must have the money. Specifically some of the increases are: Domestic, shipments of grain, Chicago to New York, now 16.8, if advanced, 19.5; export from 15.3 to 18c. Notice was served that the railroads would revise their application, to permit an increase of ¼c in elevator allowance at Buffalo. On behalf of shippers Clifford Thorne asked that the railroads be required to justify the proposed increases. The Commission has set Dec. 17 as the day on which, at the office of the Commission in Washington, D. C., at 10 a. m., there will be a further hearing.

"If FOOD will win the war and if the government is to assure prosperity to any class, those who produce food should constitute that class, not the railroads," declared E. C. Lasater, when testifying in the 15% freight rate advance case, for the National Live Stock Exchange Ass'n. At the hearing in Washington Nov. 17 Clifford Thorne, on behalf of shipping interests, contrasted an estimate of the railroads for a fanciful year, presumed to be 1917, with the actual returns for nine months of this year. Going further he showed the net income for 38 roads in 1916 was \$218,414,773, while the net income for the same roads for nine months of 1917 was \$283,172,141, claiming that if the railroads should not take in a dollar during the last three months

of the year they would be more than \$60,000,000 over the estimate they had submitted.

"NEW CORN, PERISHABLE; RUSH," is a notification that will be given special attention by agents of the Southern Pacific, who emphasize the necessity of giving special attention to important consignments of freight where special request is made for quick delivery, in its monthly circular to agents. "Neglect on this score cost one railroad \$75,000. Building material required for the completion of a government contract was delayed and the railroad called on to pay," says the company in the circular.

STRIKES by railroad employees tying up grain traffic promise to become a thing of the past, as it is likely the labor unions will accept arbitration, following the lead of the companies, which on Nov. 19 signed the following agreement: Speaking for all the railroads today, we reiterate our belief in and general acceptance of the principle of arbitration. In the midst of war we are, however, prepared to go further. As no interruption of continuous railroad operation can be tolerated under war conditions, we are ready, should any crisis now arise, unreservedly to place our interests in the hands of the President for protection, and for disposition as he may determine necessary in the public interest.

TRANSIT RULES at Minneapolis, Minn., applicable to shipments of grain, and the rates resulting therefrom, were declared by the Interstate Commerce Commission not to be unjust or discriminatory and complaint filed by the Minneapolis Transit Ass'n against the Chicago, Milwaukee & St. Paul Railroad Co. was dismissed. It was asked that such unrestricted transit be prescribed at Minneapolis as would in general give that market the benefit of through rates on all grains stopped thereat for any purpose. Chicago and Milwaukee grain interests intervened. One of the allegations made was that competitors of Minneapolis have transit on all grains and seeds while transit at Minneapolis is limited to wheat, rye and oats destined for Chicago and points whose rates are based thereon. The commission held that reasons of sufficient weight were not introduced to justify it in upsetting existing conditions.

REPARATION has been awarded the Van Dusen-Harrington Co., of Minneapolis, Minn., from the C., M. & St. P. R. R. Co., on account of illegal charge on corn from seven Iowa stations by way of Minneapolis, to California. Defendant carrier alleged that the 55-cent joint rate was not available because the shipments did not move from the reconsigning point to points beyond in the same general direction in which the freight was moving from the points of origin. The Commission held there was nothing in the tariff naming the 55-cent rate that would have precluded complainant from routing the shipments thru Minneapolis had they been billed thru to the California points in the first instance. If it was defendants' purpose to restrict the application of the joint rate to any particular route and the reconsigning privileges authorized in connection therewith to any particular point, it should have been done by clear and unequivocal language.

THE UNITED STATES Food Administration is about to move into its new office building, containing 300 rooms and costing \$285,000, at Washington.

National Industrial Traffic League Meeting.

The National Industrial Traffic League met at New York Nov. 15, Pres. G. M. Freer calling the meeting to order.

J. M. Belleville of the freight claims comite reported: We believe that carriers should maintain passing reports at junctions and other points so that where cars are delayed they can be located, but we do not believe it is a practicable thing to follow by tracer every car shipped.

J. C. Lincoln: We should try to get our shippers to stop unnecessary tracing.

Mr. Greer: It seems to be the sense of this gathering that they will insist upon the price at which the property is sold to the final consignee in making claims, and they are succeeding in some cases in enforcing settlement on that basis.

Mr. Hurd: A group of railroads had docketed for consideration a proposition to make a charge of one per cent of the value of the freight on all order notify Bs/L.

Mr. Greer: The only explanation we ever got from the railroad war board was that the Pomerene Bill had placed additional responsibilities upon them for which they should have reasonable compensation.

Mr. Wilson: This is a serious move on the part of the carriers that we will have to confront very soon. It is a move by the carriers to correct what they feel is a serious trouble, that cars subject to order notify are detained at many points due to inability of the notify party to take up the B/L or his failure to obtain the B/L in advance of the arrival of the property.

We should oppose any charge in a very vigorous manner.

Mr. Chandler: I have had claims where the value of goods was \$3,000 more at time of loss than at time of shipment. The New Haven road absolutely turned down the claim saying, "It is ridiculous; we will settle with you on the invoice price."

I sent this little notice:

"The price at which these goods are invoiced to the carrier represents the market value of the shipment on the day offered for transportation and not the price at which the goods were sold to the consignee (the sale having been made some time previous to shipment, the value of the goods having meantime increased.)"

"Under Sec. 20 of the Act to Regulate Commerce as amended and under Sec. 3 of the B/L the carrier may not limit its liability to less than the value at time of shipment. The original invoice or certified copy is attached merely as information to the carrier. If satisfactory evidence of increase in value after sale cannot be ascertained by the carrier the undersigned will furnish it upon request."

When that affidavit was put upon the claim it went thru and they paid the \$3,000 more. I have had claims involving \$800 to \$1,000 settled without any trouble.

Ass't Sec'y Lacey, for the membership comite announced 82 new members during the past year increasing the net membership from 348 to 430.

WATER POWER and pulp woods usually are found in proximity, but the power which could be developed from the streams for grinding pulp or operating paper mills cannot be employed because Congress is too wise, too foolish, too timid or too lazy to frame regulations which would place this national resource at the command of the people.

THERE are other publications, but there is only one

Rosenbaum Review

If you wish inside facts concerning the grain business before you every Monday morning, you will subscribe now.

\$5.00 per year

And for efficient, prompt satisfactory SERVICE the

J. Rosenbaum Grain Company

Postal Telegraph Bldg.

CHICAGO

TERMINAL ELEVATORS:
Kansas City

OTHER BRANCHES AT:

Omaha Oklahoma City Fort Worth
Galveston New Orleans
New York

CIFER CODES

Use a good Telegraph Cipher Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other code used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price, \$3.00.

Robinson Cipher Code with 1912 Supplement, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$15.00.

Millers Code, designed especially for the milling and flour trades. Size 3 3/4 x 6 inches; 77 pages. Price, \$2.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price, \$10.00.

Your Name in gilt letters stamped on front cover of any of the above books for 25 cents extra. For any of the codes, address

GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

Supreme Court Decisions

Breach of Contract.—No recovery can be had for breach of a contract to deliver wheat, where the complaint which alleged no special damages did not allege that at the date of breach the market price was in excess of the contract price; for the damages must be measured by the date when the contract was to be performed.—*Union Elevator & Warehouse Co. v. Baumann*. Supreme Court of Washington. 167 Pac. 1100.

Carrier's Failure to Stop Delivery.—Consignor's letter to carrier stating that, "We will thank you to hold up delivery until you receive our telegraphic instructions, etc.," held sufficient notice to stop delivery. Upon carrier's receipt of consignor's notice for stoppage in transitu, title became revested in the consignor vendor, and carrier became liable for agent's failure to stop delivery.—*Phillips-Patterson Co. v. Northwestern R. Co.* Supreme Court of South Carolina. 93 S. E. 868.

Fire Insurance.—Where the railroad, whose locomotive set the fire, agreed with the insurers of buildings to reimburse them to the extent of 50 per cent of the loss, not including expenses or discounts, an item, consisting of an assessment due the insurer from the building owner, which the insurer deducted on paying the loss, was not an expense or discount, but a valid debt, half of which was payable by the railroad.—*Boston & M. R. R. Co. v. Union Mut. Fire Ins. Co.* Supreme Court of Vermont. 101 Atl. 1012.

Workmen's Compensation.—Tho the deceased servant did work for a subcontractor under a void contract made on Sunday by the subcontractor with the principal contractor of the general employer, the servant was an employee of the subcontractor within St. 1915, § 2394—6, relating to employer's liability for injuries to employees of a subcontractor, and the rights of the employee under the Workmen's Compensation Law are not affected by the invalidity of the subcontract.—*Wausau Lumber Co. v. Industrial Commission*. Supreme Court of Wisconsin. 164 N. W. 836.

Recourse to Interstate Commerce Commission.—The necessity of going to the Interstate Commerce Commission for rectification of a wrongful charge by the carrier, before action can be maintained for relief on account thereof, has no application where, tho the reasonableness of demurrage charges was questioned, the consignee unconditionally offered to pay all charges, and the carrier refused the money and sold the goods, and the action is for the conversion.—*Dowling v. Seaboard Air Line Ry. Co.* Supreme Court of South Carolina. 93 S. E. 863.

Enforcement of Rules of Exchange.—Courts will not interfere with the enforcement of rules and by-laws of an unincorporated voluntary association or exchange, organized, not for pecuniary gain or profit, but to provide convenient facilities for the orderly conduct of business at the common expense; such rules being reasonable and uniform, and not in contravention of the law of the land, nor against public policy. In such case the association will be left free to enforce its rules and by-laws by such reasonable means as it may adopt for its government. Where a member of such exchange, after a hearing, voluntarily pleads guilty to charges of bad faith and dishonesty in business dealings with shippers and patrons of the exchange, in violation of its rules, and where in pursuance of such plea he is expelled from membership, his certificate of membership is thereby automatically canceled.—*O'Brien v. South Omaha Live Stock Exchange*. Supreme Court of Nebraska. 164 N. W. 724.

Attempt to Take Excessive Discount.—Where a contract for the sale of wheat provided that it should be graded by the purchaser according to the statutes in force at the place of delivery and lawful regulations thereunder, and under Laws 1911, p. 398, and the rules of the Public Service Commission, the purchaser was entitled to deduct on account of smut 2.46 cents a bushel, the purchaser cannot recover for the seller's refusal to carry out the contract where he demanded the right to deduct 3 cents per bushel.—*M. H. Houser v. B. Atherton*. Supreme Court of Washington. 167 Pac. 1109.

Arbitration.—Where, under a submission to arbitration naming two arbitrators and requiring them to appoint a third arbitrator, an award was filed, which was signed by one of the arbitrators named in the submission and a third person, with nothing in the award to show that such third person was selected as the third arbitrator, a writing, purporting to be signed by arbitrators named in the submission, and certifying that they had chosen such third person as the third arbitrator, was hearsay, and not admissible on motion to confirm the award.—*Fraley v. Nickels*. Supreme Court of Appeals of Virginia. 93 S. E. 636.

Access to Elevator.—On a bill to enjoin the placing of any structure upon an alleged roadway connecting plaintiff's elevator with a street, wherein plaintiff alleged that previous to the filing of the bill the defendant was threatening to obstruct such roadway and that plaintiff was about to proceed by injunction, and that, in consideration of his permission to the defendant to extend a grain bin over the side of the roadway and to forbear his threatened suit, it agreed that at no time thereafter would it question plaintiff's right to such roadway or in any way to interfere therewith, evidence held to sustain a finding of such agreement. The use and enjoyment of a roadway by the public for more than 50 years create a presumption of a grant or a way by prescription.—*Matthew A. Law v. Neola Elevator Co.* Supreme Court of Illinois. 117 N. E. 435.

Damages for Discrimination In Furnishing Cars.—An award by the Interstate Commerce Commission in favor of a shipper on account of discrimination in furnishing cars is only prima facie evidence of the amount of the damages, and in an action thereon that question can be litigated. Where verdict, in an action by shipper for damages for railroad company's discrimination in the furnishing of cars, was much less than the amount of the award by the Interstate Commerce Commission, and there was evidence as to the damage other than the award of the commission, the verdict will be presumed to have been based on the evidence instead of the award, and is not subject to attack on the ground that the commission in making its award adopted the wrong theory as to distribution of cars.—*Pennsylvania R. Co. v. Minds*. U. S. Circuit Court of Appeals. 244 Fed. 54.

Damages on Value at Point of Origin.—A provision in a B/L that the amount of any loss or damage for which the carrier was liable shall be computed on the basis of the value of the property (being the bona fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment is held to be reasonable and valid, and intended merely to establish a rule for determining the value of the property in case of loss, and not to limit or diminish the carrier's liability. In this case it is held that such a provision in the B/L precludes the recovery by the shipper for the difference between the market value of wheat at the place of delivery and the contract price at which he had sold the same; the measure of damages being the difference between the price which the wheat sold for at the place where it was delivered and the invoice price or fair market value at point and time of shipment.—*Wallingford Bros. v. A. T. & S. F. Ry. Co.* Supreme Court of Kansas. 167 Pac. 1136.

Damages for Delay of Message.—Where a message sent August 19th, directing brokers to sell coffee, was delayed so that the sale could not be made on the day the message was sent, but there was a market for coffee on the following day, the measure of damages was the difference between the amount for which the coffee could have been sold on the day the message was sent and the amount for which it could have been sold on the following day had there not been a misunderstanding between plaintiff and the broker, for which the telegraph company was not responsible.—*A. Engelhard & Sons Co. v. West. U. Tel. Co.* Court of Appeals of Kentucky. 197 S. W. 435.

Policy Not Void by Change in Ownership.

The Supreme Court of Michigan on Sept. 27, 1917, decided against the Millers National Fire Insurance Co. and in favor of Hugh McFee, who got judgment for the full amount, with accumulated interest, of a \$5,000 policy covering the stock and buildings of his retail lumber business at Melvin, Mich.

The plant was entirely destroyed by fire Nov. 11, 1915. Defendant declined to pay the loss on the ground that at the time it occurred a change had taken place in the interest of the property insured, by the voluntary act of the plaintiff without its knowledge or consent.

McPhee had been sole owner, and had transferred to two young men, W. J. McPhee and Melvin E. Dennis, a one-twelfth interest, each. He did not notify defendant that he had taken these young men into partnership, or obtain its consent to the transfer of one-sixth interest.

Plaintiff was insured under the Michigan standard policy which provides that the entire policy shall be void upon the breach of any one of 14 detailed conditions, the 10th reading as follows:

"If any change, other than by the death of the insured, take place in the interest title or possession of the subject of insurance (except change of occupant without increase of hazard) whether by legal process or judgment, or by voluntary act of the insured or otherwise."

The court said it is not claimed to have been shown that the hazard, moral or otherwise, was increased by the alleged breach of condition, nor that the latter was in any way a primary or contributing cause of the fire. The judgment of the lower court will therefore stand affirmed.—164 N. W. Rep. 425.

SENATOR OWEN of Oklahoma at the coming session of Congress will push a bill to create a federal corporation with \$100,000,000 capital to buy and sell all grains, live stock and foodstuffs and all agricultural products, to distribute food to the people under an elaborate system.

SCARCITY OF COAL hampers every national endeavor at this time. Factories, looms, foundries and the carriers are crying out for the energy coal enables them to develop. But now, as ever, thruout this broad land millions of horse power of energy is quietly flowing to the sea, unhampered by any device of man to develop its potential power. With an adequate system of development and distribution that would place current at the command of the country elevator much of the steam equipment now employed could be discarded and the cost of operation be materially reduced. Congress is asking the impossible in most of the water-power projects that come before it. Safeguarding the water-power of the country by preventing its use may appeal to the peculiar sense of what some statesmen regard as the right course.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Grand Trunk, in Sup. 1 to 508-E, gives rules governing milling in transit privilege on grain and grain products at Jackson, Mich., effective Dec. 1.

N. Y., C. & St. L., in Sup. 7 to 317-D, quotes rates on grain and grain products from stations on its own lines to points in Illinois, Ohio and Indiana, effective Dec. 5.

C., R. I. & P., in Sup. 13 to 30300, quotes rates on grain and grain products from stations in Arkansas on its own and connecting lines to points in Louisiana, effective Dec. 15.

Kansas City Northwestern, in tariff 108, quotes rates on grain and grain products between Kansas points and Leavenworth, Kan., and stations in Kansas and Nebraska, effective Dec. 3.

C. & A., in Sup. 2 to 7575-B, quotes rates on grain and grain products from stations on the C. & E. I. in Illinois and connections, also from Cairo, Ill., to stations in Illinois, effective Dec. 16.

C. G. W., in Sup. 12 to 36-C, quotes rates on grain and grain products between points in Illinois, Minnesota, Missouri, Nebraska and Iowa and stations on its lines and connecting lines, effective Dec. 20.

M., St. P. & S. Ste. M., in Sup. 3 to 22375, quotes rates on grain and grain products from points in Minnesota and intermediate stations to points in Michigan and Wisconsin, being reductions, effective Dec. 10.

Grand Trunk, in Sup. 2 to Tariff 508-E, gives rules governing milling and malting in transit privileges on grain and grain products at stations in Indiana and Michigan (except Wellsboro, Ind.), effective Dec. 1.

C., M. & St. P., in Sup. 36 to 1545-F, quotes rates on seeds, grain, grain products etc., from points in Kansas, Iowa, Minnesota, Missouri and Omaha, Neb., to stations on its own lines and connections, effective Dec. 7.

C., B. & Q., in Sup. 37 to G. F. 0.5600-A, gives rates on grain and grain products between Cheyenne, Wyo., Denver, Colorado Springs, Pueblo and Greeley, Colo., and stations on its own lines and connections, effective Dec. 1.

C. P., in Sup. 3 to E 2972, quotes rates on grain and grain products from Detroit, Mich., Goderich, Port McNicoll, Port Stanley and Kingston, Ont., and Montreal, Que., to stations on its own lines and connections, effective Dec. 1.

C., B. & Q., in G. F. O. 4202-G, cancels 1st revised page 44, giving rules governing blending, cleaning, malting, milling, mixing, reconsigning and storage in transit of grain and grain products at its own stations, effective Dec. 1.

C., B. & Q., in Sup. 43 to 37-I, quotes local, joint and proportional rates on grain, grain products, flaxseed, hay, etc., from Kansas City, Mo., Atchison, Kan., etc., to Brookport and Metropolis, Ill., Paducah, Ky., etc., effective Dec. 10.

Illinois Traction System, in tariff 428-B, cancels rates in 428-A and quotes advance rates, joint and proportional, on grain products from Pekin and Peoria, to points in Illinois on the L. & N., M. & O. and M. P., effective Nov. 7.

C., M. & St. P., in Sup. 18 to tariff 13030-A, gives rates on grain and grain products from points in Iowa, Illinois, Wisconsin, Minnesota, Missouri and Nebraska and other stations on its lines to Illinois, Ohio, Indiana, Kentucky, Tennessee, Alabama, Louisiana, Arkansas, Florida, Michigan, New York, Ohio, Pennsylvania and Texas points, effective Dec. 1.

C., R. I. & P., in Sup. 25 to 16290-A, quotes rates on grain and grain products between stations in Kansas, New Mexico and Oklahoma on its own and connecting lines to stations in New Mexico and Texas on its own and connecting lines, effective Dec. 15.

C. & A., tariff A-971, canceling 1596-D, gives rates on grain and grain products from stations in Illinois on its own line and connections to Memphis, Tenn., New Orleans, La., Helena, Ark., and points in Alabama, Arkansas, Florida, Louisiana, Mississippi and Tennessee.

D. & R. G., in Sup. 6 to 5750, quotes rates on grain and grain products from stations in Utah on Ogden & L. I. to stations in Arkansas, Alabama, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, Oklahoma, Tennessee and Wisconsin, effective Dec. 5.

C., R. I. & P., in Sup. 2 to 19687-J, quotes joint and proportional rate on grain, grain products, seeds, hay and broom corn from Missouri river stations and other stations in Illinois, Iowa, Minnesota and South Dakota on its own lines to Mississippi valley points and stations in Alabama, Arkansas, Florida, Louisiana, Mississippi, Tennessee and Texas, effective Dec. 15.

C., R. I. & P., in Sup. 53 to 13207-F, quotes joint and proportional rates on grain, grain products and seeds in carlots from Albright, Neb., Armourdale and Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha and South Omaha, Neb., and St. Joseph, Mo., to stations in Illinois, Indiana, Iowa, Michigan and Wisconsin on connecting lines, effective Dec. 15.

C., R. I. & P., in Sup. 39 to 19690-F, quotes local, joint and proportional rates on grain, grain products, seeds and broom corn in carlots from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Ia., to Little Rock, Memphis, New Orleans and stations in Alabama, Arkansas, Louisiana and Mississippi, and on corn and articles taking same rate from Memphis to points in Oklahoma, effective Dec. 15.

C., R. I. & P., in Sup. 59 to 28675-B, quotes local, joint and proportional rates on grain, grain products, broom corn and seeds from Chicago, Council Bluffs, Kansas City, Minneapolis, Omaha, Peoria, Rock Island, St. Joseph, St. Louis, St. Paul and stations taking same rates, also stations in Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska and Oklahoma to stations in Colorado, Kansas, Nebraska, New Mexico, Oklahoma and Texoma, Tex.

C., R. I. & P., in Sup. 21 to 29329-B, gives local, joint and proportional rates on grain, grain products and seeds from Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Missouri on its lines and the C., B. & Q., to stations in Illinois, Indiana, Iowa, Minnesota, Missouri, South Dakota and Wisconsin, effective Dec. 15.

C., R. I. & P., in Sup. 23, canceling Sup. 25 to 10389-D, and quotes local, joint and proportional rates on grain, grain products and seeds from St. Louis, Mo., East St. Louis, Alton and Quincy, Ill., and Hannibal, Mo., to stations in Illinois, Iowa, Minnesota, Missouri and South Dakota, and also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan.; also on grain and grain products from stations in Iowa, Minnesota and South Dakota, to Cairo and Thebes, Ill., Evansville, Ind., Louisville, Ky., when destined to southeastern and Carolina territories, effective Dec. 15.

GIFFORD PINCHOT and Edw. C. Lasater, a Texas friend of Col. House, have resigned from the Food Administration. The latter gave as his reason that certain policies of the organization were "harmful to the common welfare."

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is *also a very efficient medium in saving telegraphic tolls*. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but *we cheerfully recommend it as a reliable and useful code* for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order *today*. Price \$3.00.

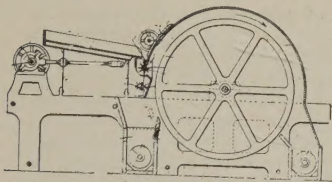
Grain Dealers Journal
315 So. La Salle St. Chicago, Ill.

Patents Granted

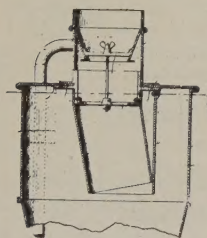
1,245,540. Dust Collector. Frederick A. Wegner, Silver Creek, N. Y. This device has the customary features of a dust collector with the added arrangement in the form of adjustable tubular guard which forms the outlet for the purified air. This guard is a tapering tube which compresses the air prior to its making a complete circuit of the chamber.

1,245,580. Elevating Apparatus. John H. Gilman, Ottawa, Ill., assignor to King & Hamilton Co., Ottawa, Ill. This invention is designed to elevate ear corn. The cups are secured between sprocket chains. The dumping arrangement makes provision, by inclining the centerboard away from the ascending flight of the cups, for releasing ears of corn caught between the cup and the centerboard, which drop back and are caught by the next ascending cup.

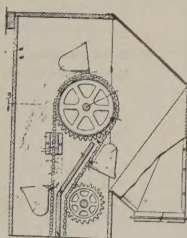
1,246,108. Machine for Separating Meats of Cottonseed from the Hulls. Alfred D. Kennedy, Greenville, S. C., assignor of one-half interest to American Machine & Manufacturing Co. In this device there is a casing over the drum which forms a draft passage into which the hulls are fed from the receiving box. A receiving box is provided, also, for the meats in front of the drum and a shaking sieve box for separating the meats and the hulls of crushed seed. An adjustable baffle board forms a contracted passage between the shaker box and the drum at the discharge end of the sieve box and guide them into the current of air formed by the drum. Provision is made for controlling the volume of air admitted to the drum.



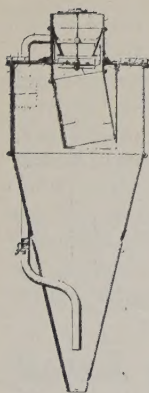
1,245,540.



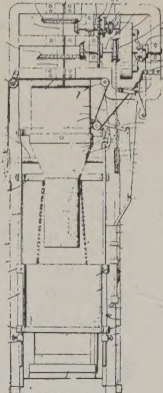
1,245,541.



1,245,580



1,245,540



1,246,354.

1,245,541. Dust Collector. Frederick A. Wegner, Silver Creek, N. Y. In this further perfection of his device the inventor has provided for the customary separating chamber with an opening in the deck and a sectional tubular guard supported in the opening. There are two clamping plates, one secured without and the other within the chamber and co-operating with the deck, with means of drawing plates into clamped relation to the deck to hold the guard itself in place.

1,246,354. Combined Weighing and Packing Machine. Albert W. Thomas, Portland, Ore. This is an invention to weigh and pack automatically. The hopper is equipped with a feeding and packing auger with a spout leading from it. A carriage supports the weighing platform when the latter is out of operative position and automatically releases it when a predetermined quantity of material has been packed. Releasing of the weighing platform automatically stops the feeding and packing augers.

Holding vs. Hoarding.

Careful analysis is being made of foodstuffs accumulated at North Atlantic ports, says Herbert Hoover. Such accumulations have been divided into three classes.

Stocks accumulated thru the enforcement of the embargo act and held up by the war trade board on the recommendation of the Food Administration which await disposition form class 1. Where export has been definitely prohibited the importance of resale for domestic use is being urged. Some goods of this character have been requisitioned and sold in domestic trade or exported to France.

Class 2 includes property of neutral governments held up pending decision as to final destination. A part of these accumulations are now being resold for domestic use.

Recognition is given to the necessity for storing foodstuffs to provide for periods of scant or no production, in class 3. Some goods of these classes may be held for speculative purposes and the Food Administration is engaged in determining the absolute facts in regard to their ownership. An effort is being made to differentiate between speculative hoarding and storing for proper trade requirements. Hasty action on this important question might work great injury by causing merchants thru fear of unjust prosecution to withhold supplies that are necessary for the sustenance of the consumer.

Books Received

A SUMMARY OF THE NEW REVENUE BILL will serve to guide many thru the intricacies of the law by the terms of which their federal tax return must be compiled for the current year. It is pointed out in an introductory note, and the fact cannot be too often stated, that the revenue act of Oct. 3, 1917, provides for new taxes and does not set aside existing tax laws though including some amendments thereto. The presentation of this difficult subject shows deep analysis of the act. Distributed with the compliments of the publisher, Faper, 16 pages. Corn Exchange National Bank, Chicago.

WE APPRECIATE the reliable information which we receive thru the columns of the Grain Dealers Journal.—P. F. Brown Co., Lewiston, Mont.

Crop Improvement.

"AMAZING RESULTS," is the expression used by soils experts of the Pennsylvania Experiment Station in describing the effect of fertilizer and limestone in tests at Snow Shoe, Pa., on lands that had lain idle since their abandonment 40 years ago. And it all cost so little! Two to five dollars invested in limestone and fertilizers changed this old field from a barren waste to profitable pastures and meadows.

THE RISE in prices of fertilizers is due to war conditions. Under no conditions should men representing the industry apologize for the situation. The industry has not been engaged in profiteering. It is not asking unreasonable prices. Everything that has been done has been laid before the United States Department of Agriculture and has not been adversely criticized. When prices are questioned we must explain the cause of present increases—but never apologize.—Professor Bell.

GRAIN DEALERS and farmers of Indiana, at the suggestion of the State Council of Defense, have conferred to devise methods for saving the corn crop. At the conference the following recommendations were made and approved: We recommend that the corn be left on the stalk as long as possible. In case the corn should have to be husked, it should be husked clean and free from silks as possible. In case the corn should be husked, it should be put in as well ventilated cribs as possible. The ventilation recommended is a partition one foot wide running through the center and lengthwise of the crib. That the landlord should work with the tenant and help financially in building and preparing said ventilation.

THE SOFT CORN being handled by the glucose factories and distilleries on the new crop is giving good yields of product, showing that the value is there, barring the excess moisture, indicating that if it can be kept from spoiling in the crib, it will come out in the spring grading No. 2 and No. 3.

GRAIN could not be handled on the present small margin of profit without an open Future market. It has been suggested that a maximum and minimum price be placed on cash corn and oats as the best means of controlling the market, and this we understand is being considered.—W. H. Perrine & Co.

MAIL FORMERLY handled in two cars on two trains has been consolidated into one car on one train. On some trains the space formerly used by mail clerks to sort the mail en route became too valuable to be used for that purpose. The clerks were taken off, the space was filled with mail formerly carried on an earlier train and the sorting was done after arrival at the terminals. This reduced the expenses of the department and the revenues of the railways, but it has also delayed the mails. People who now receive letters on the second delivery that formerly arrived the first thing in the morning should not jump to hasty conclusions that the delay is caused by the fact that the railways are hauling so many troops and so much government freight. The post office department has tried to make the public think it has increased the railway mail pay when in fact it has reduced it, for no one believes that the volume of mail carried is not much greater than it was last year.—*Railway Age Gazette.*

The GRAIN DEALERS JOURNAL.

Insurance Notes.

THE ALIEN SPY has not driven the locomotive spark out of business.

MANY A CASE OF SPONTANEOUS COMBUSTION in the cob room is due to sweeping in sparks from the furnace. Sweep the spill toward the furnace.

COLUMBUS, O.—State Fire Marshal Fleming has issued a blanket order requiring that all mills and elvtrs. be guarded by watchmen at night.

HANG A BELLOWS near every motor and use it to get rid of the dust. Dust on a motor is a fire hazard and it also tends to rot the insulation from the wires.

DULUTH, MINN.—The Fourth Minnesota Infantry, organized for the purpose of guarding stores of food, will guard the elvtrs. at this point, according to an announcement made recently by Adjutant General Rhinow.

PUT RAILINGS around all openings. Light the stairways and keep them, and passageways, clear of loose grain. Save the sweepings and get paid in two ways, first by the value of the grain saved, second by preventing accidents.

GRAIN DEALERS who operate gasoline engines with the water cooling systems turned off are sending Brer. Trouble a pressing invitation to call. Putting the engine in a fireproof power house is the very best safeguard that can be employed.

"A FIRE from any cause will be a calamity; a careless fire will be a crime," declare Fitzgerald & McCotter, western managers of the Grain Dealers Fire Insurance Co., with headquarters at Omaha, Neb. Elevator owners are cautioned to see that crops are protected on their way to the national bread basket by making the elevator safe to handle the grain that moves thru it. "A bus. of wheat lost may mean the sacrifice of a life."

A MEETING TO MORE closely ally the mutual casualty companies was held in Chicago Nov. 15 and 16. This work is carried on by the Employers' Mutual Casualty Federation which now is seeking to perfect means to safeguard more closely the interests of the mutual companies and in that way to conserve the interests of the insured as well. It is felt the mutuals have not had adequate representation when national, state or municipal legislation affecting their business has come up for consideration.

"ATTACHED POWER ROOM. Twenty h. p. Foos engine. Have trouble starting. Rigged up to the most dangerous contraption I ever saw about an engine room. Have a ½ h. p. air cooled engine on shelf behind the big engine. This has a gallon capacity gravity feed tank behind it. Has no exhaust pipe and when running a flame from 4 to 6 inches long shoots out into the engine room directly

from the exhaust chamber. This engine is used to turn the big engine over. Told the owner that we would have to take the small engine out, but he said it was impossible to start the big engine without it. Do not believe it, as I have seen the same type of engine started by hand in many places." In the language of Mr. W. Shakespeare, of Stratford, Eng., KANUBEATIT? When a man says he has got to put in one engine to start another one, either the man or the engine needs overhauling.—Our Paper.

Plants of the Corn Products refining Co. are said to be grinding some Argentine corn.

MUCH of the loss of wheat acreage in Australia will be made good as a result of fine growing conditions.

WE ONLY PAY the interest on an investment when we pay for a Journal subscription.—J. D. Waldron, Winifred, Mont.

PROSPECTS for the wheat crop in New Zealand are unfavorable and the acreage is reported to be 20 per cent short.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

That Engine of Yours

Of course, it is not going to bite these cold mornings like it does when the thermometer is crowding 90. You can't expect it to. You have to get warmed up yourself before you start doing real work, and you wouldn't like it a bit if the boss got impatient with you when you backed up against the stove. So have a little patience with the engine. It will come along all right. Pouring gasoline on the cylinder or building a fire underneath it, is a kid's trick, not a mechanic's. You have to get warmed up. Give the engine a chance.

Fitzgerald & McCotter

Western Managers,
Omaha, Nebr.



C. A. McCotter

Secretary
Indianapolis, Ind.

INDIANAPOLIS IND

A fire from any cause will be a calamity; a careless fire will be a crime

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 51 PER CENT of the DEPOSIT PREMIUM
Ask about the "TRI-STATE PLAN" for short term grain insurance.

E. H. MORELAND, Secretary

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

REPRESENTING:

MILLERS NATIONAL INSURANCE CO.
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.
Of Lansing, Mich.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

F. D. MILLIGAN, Pres't GEO. A. WELLS, Sec'y

Write for Information
Regarding Short Term Grain Insurance

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$4.25

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price \$2.75.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

Service To Be Rendered

The initial cost of an article is small in comparison with the service that article should render you. Purchase an **ELLIS CONTINUOUS FEED DRIER** for the service it will render you and let the cost be a second consideration.

GRAIN
DRIERS

THE ELLIS DRIER COMPANY

Postal Telegraph Bldg.
CHICAGO

OAT
PURIFIERS

SPECIAL NOTICE



We have moved into our new factory at 1004-6 Lynedale Avenue North, where we have greatly enlarged and better facilities for handling our increasing business. We are the sole manufacturer of Bryant Automatic oil filters and DAY'S patented ventilating cap as well as our dust collectors and dust collecting systems.

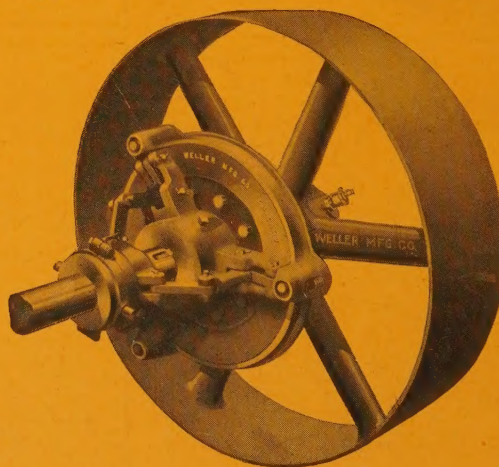
Watch for our next ad. When in need of anything in our line, write

THE DAY COMPANY

Minneapolis, Minn.



FRICTION CLUTCHES



We make more types and sizes of clutches than any other concern in the U. S.

We have a clutch to suit every condition or requirement. Fully described in our new

Friction Clutch Catalog G-27

WELLER MFG. CO.

Chicago